

Syracuse University

SURFACE

Architecture Thesis Prep

School of Architecture Dissertations and
Theses

Summer 2010

Architecture of Population Flows | Localizing Tourism in the Inside Passage

Jennifer Tamblin

Follow this and additional works at: https://surface.syr.edu/architecture_tpreps



Part of the [Landscape Architecture Commons](#), and the [Urban, Community and Regional Planning Commons](#)

Recommended Citation

Tamblin, Jennifer, "Architecture of Population Flows | Localizing Tourism in the Inside Passage" (2010).
Architecture Thesis Prep. 44.
https://surface.syr.edu/architecture_tpreps/44

This Thesis Prep is brought to you for free and open access by the School of Architecture Dissertations and Theses at SURFACE. It has been accepted for inclusion in Architecture Thesis Prep by an authorized administrator of SURFACE. For more information, please contact surface@syr.edu.



Architecture of Population Flows | Localizing Tourism in the Inside Passage

Jennifer Tamblin

Thesis Prep Summer 2010

Advisors :

Robert Svetz

Marissa Tirone

Table of Contents

Introduction 1

Population Flows

Alaska 3

State

South East

Contention 5

Tourism 7

Case Studies 9

Moorage 11

Potential 13

Migrant Workers 14

Petersburg 15

Landscape

Districts

Downtown

Waterfront

Migrant Workers

Tourism

Locals

Proposal 27

Schedules

Benefit

Program

Prescedence 31

Seattle Olympic Sculpture Park

SHoP East River Project

Harbor of Vigo

This thesis focuses on a problem that arises due to the specific flows of Tourists and Migrant Workers into the South East Alaskan Inside Passage. Because of these population flows, situations have emerged in the small town communities that create a need for an intervention designed to cater to the specific circumstances surrounding each individual group of people, and how they coexist with one another. Through the development of the architectural intervention, the lost cultural identity of the small town will be revived through a smaller scale urban intervention that promotes a localized tourism market and an exploitation of an overlooked economical element that can be used to incite cohabitation between the various sectors of people. The local fishing industry presents an opportunity to take advantage of an overlooked positive element within the flow of tourists into the small towns, allowing for a design intervention to maximize the potentials of the locals, tourists, and migrant workers.

The phenomenon of human migration across the globe takes us back decades in terms of studying the environmental, political, or cultural circumstances of a place. **Demographic movement** is, in simple terms, the movement of people from one place in the world to another. It takes place within a range of formal typologies and under various circumstances. There are many ways in which human migration can be analyzed; in every variation the context always lies within the realm of **population flows** and the movement of people within specific boundaries.

The reasons that people move from one place to another are almost always grounded in a particular **motivation**. A person can choose to travel or move somewhere, or they can be forced. A specific place can draw residents or visitors, and it can also repel them (Visionary Power, 137). The positive and negative connotations for leaving ones home are specific to individual conditions, and they tend to fit into a **typological** analysis of demographic movement and human flow through history and across the globe.

"Places are economically, politically and culturally produced through the multiple mobilities of people, of tourists, migrants, design professionals, asylum seekers, business and professional travelers, students and other young people 'traveling the world'" (Visionary Power, 138)

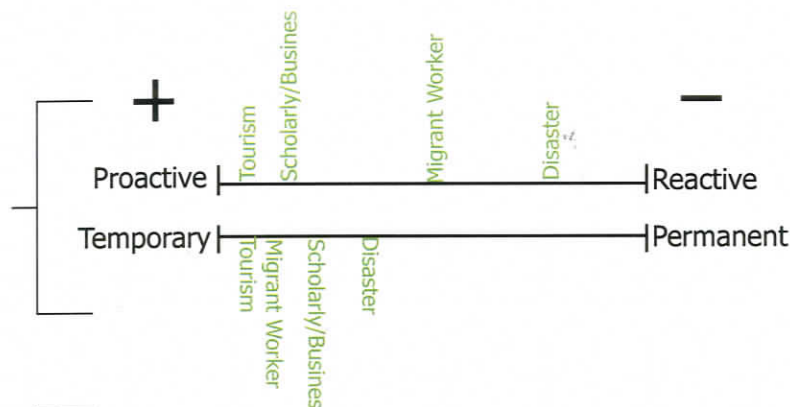
Another way of looking at human flows is under the context of existing conditions and events. Oliver Smith, professor of anthropology at the University of Florida looks at human migration in relation to disasters and forced migration, specifically in the 21st century. He analyzes the way in which demographic movements in crisis situations can be related to each other through certain social and environmental conditions. In his article, he focuses on human migration using Hurricane Katrina as an example of forced migration.

Population flow is the broad context within which we can begin to unpack the various typologies of the causes and effects of such movement. Smith's analysis is very specific, and he grounds his analysis in current events that are familiar to almost anyone. He gives us a tool that works as a way to delegate his ideas of crisis migration. The methodology that he uses to analyze human flows can be re-organized and used in a similar manner to look at a variety of other significant flows of people. The five scales that Smith uses are as follows:

Proactive – Reactive
Voluntary – Forced
Temporary – Permanent
Physical Danger – Economic Danger
Administrated – Non Administrated

To him, these five scales are not closed or opposing categories, but can be seen as one leading to another or one influencing another under specific contexts. Smith dictates that "Both disaster and forced migration are terms that are used to describe a wide variety of environmental and social processes. Perhaps because the term is so widely and loosely used, disasters are quite difficult to define" (Smith).

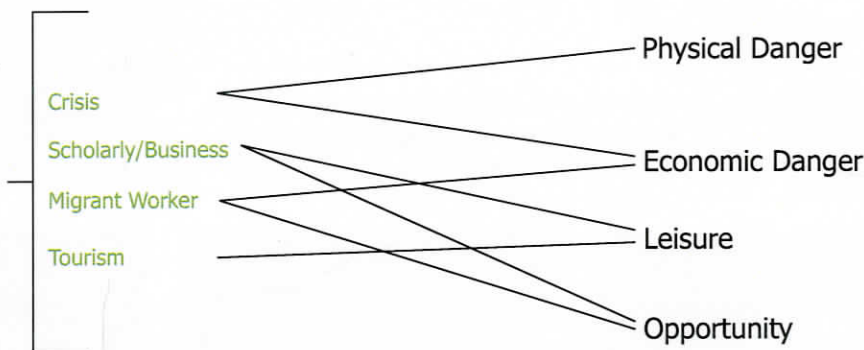
Classes of Human Flow
as a Positive or Negative
element



Classes of Human Flow
as performative elements



Reasons for classes
of human migration



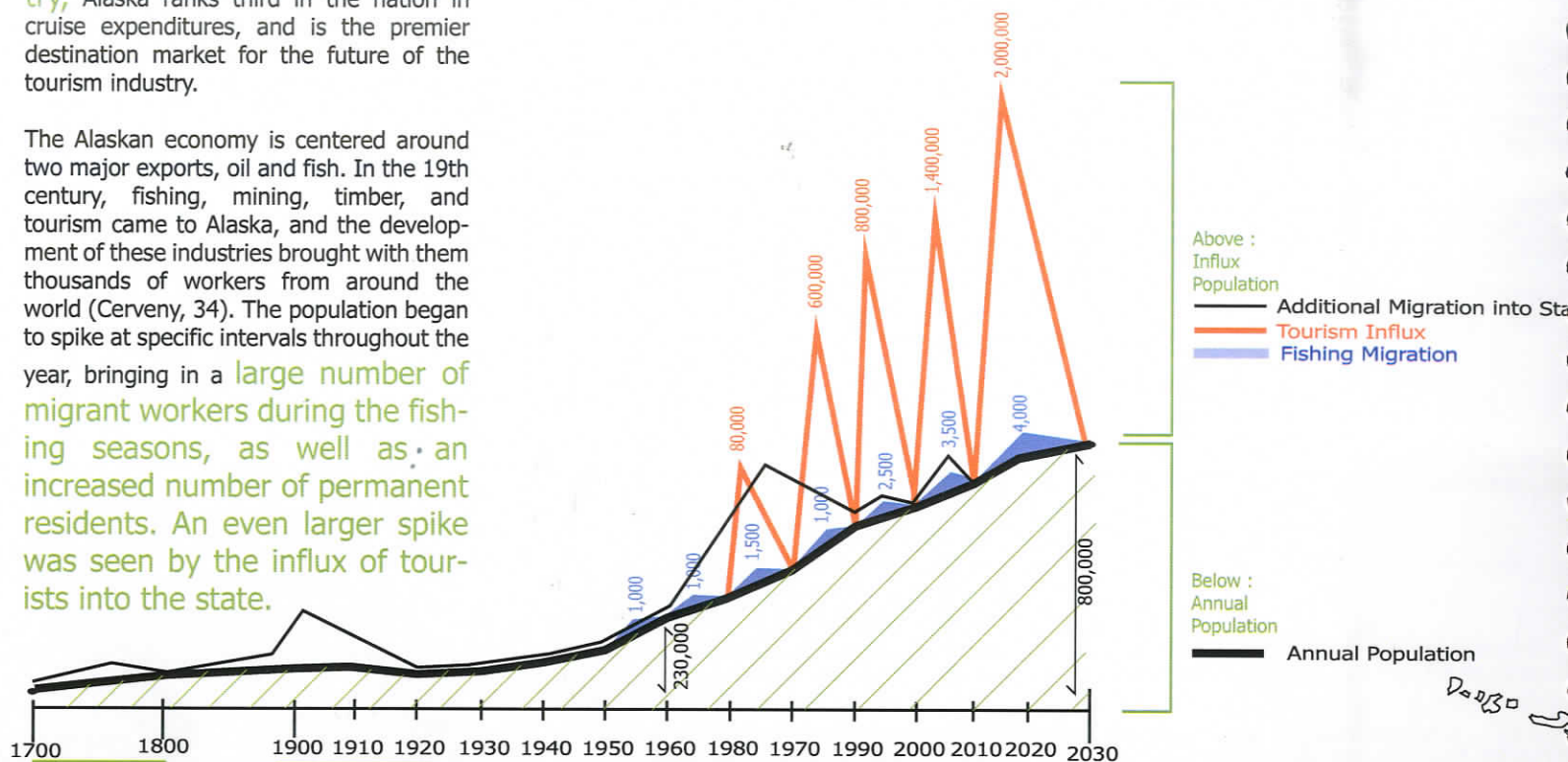
Oliver Smith looked at human migration under a very specific lens. Although his series of scales applies to disaster migration, we can use his method to look at other classes of movement, such as migrant workers and tourists. Both of these other typologies take into account elements that Smith discusses as causes and effects.

What is missing from Smith's analysis is discussion of other classes of demographic movement. This could be due to the specificity through which Smith classifies his types, and how he specifically relates them to disaster migration. However, there are other typologies, which can be analyzed in similar ways. Specifically, this thesis will focus on the classes of Tourism and Migrant worker populations, and how they can coexist with local inhabitants. Looking at the growing industry of tourism and migrant workers, it could be said that the impact of these massive flows of people is detrimental to a community that is also home to local inhabitants who live in a place that draws flows of people under a few different circumstances, thus is a disaster in its own way.

The state of Alaska has provided for a fantasy destination in the tourist imagination for more than a century. Catering to the realm of ecotourism, the entire state has dedicated a large portion of resources to providing the infrastructure required to compete with the tourism in other states in the Continental US (Cerveny, 3).

Looking specifically at the **cruise industry**, Alaska ranks third in the nation in cruise expenditures, and is the premier destination market for the future of the tourism industry.

The Alaskan economy is centered around two major exports, oil and fish. In the 19th century, fishing, mining, timber, and tourism came to Alaska, and the development of these industries brought with them thousands of workers from around the world (Cerveny, 34). The population began to spike at specific intervals throughout the year, bringing in a **large number of migrant workers during the fishing seasons**, as well as an **increased number of permanent residents**. An even larger spike was seen by the influx of tourists into the state.



Russian Fur Trade



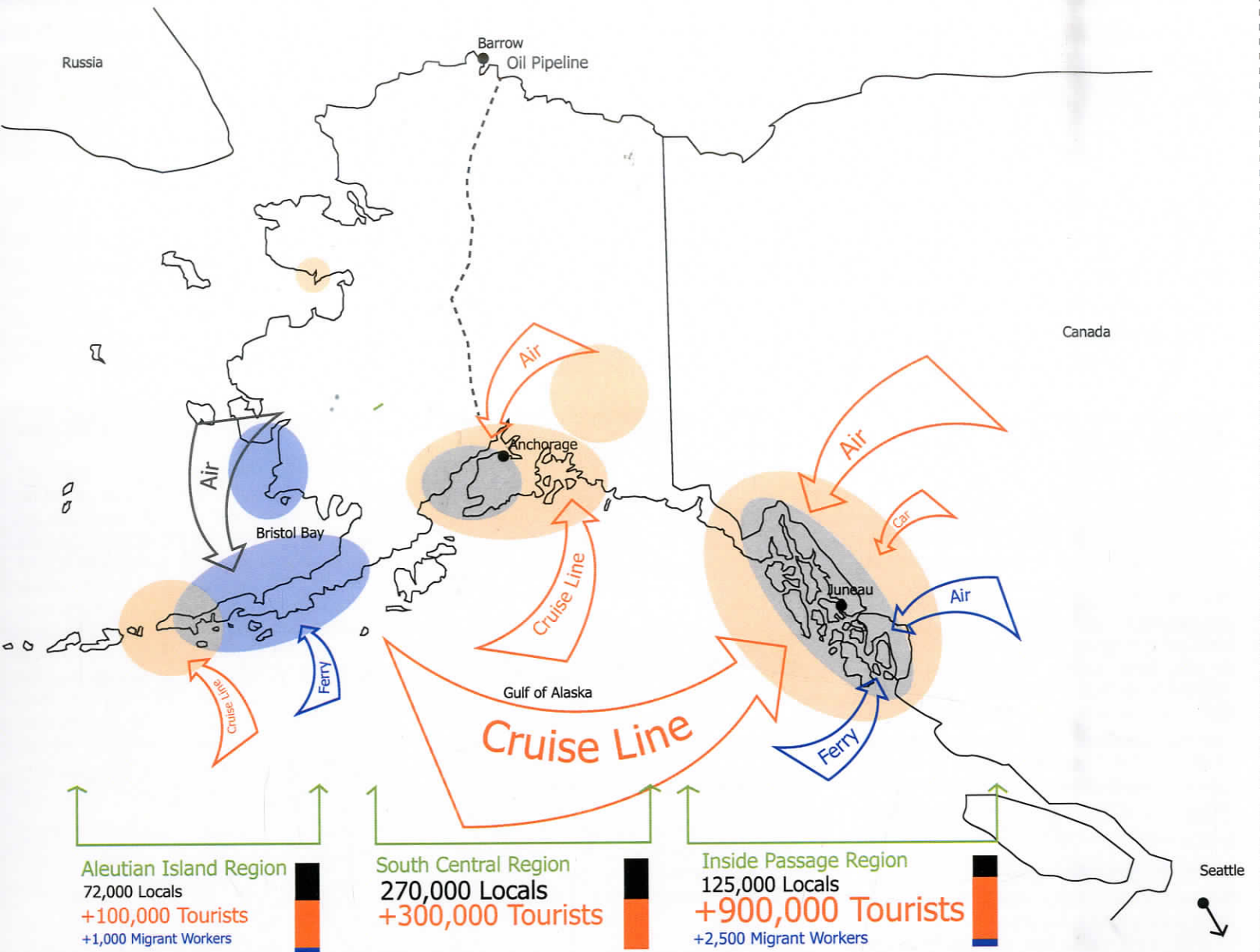
Gold Rush



Oil Pipeline



Mineral Mining

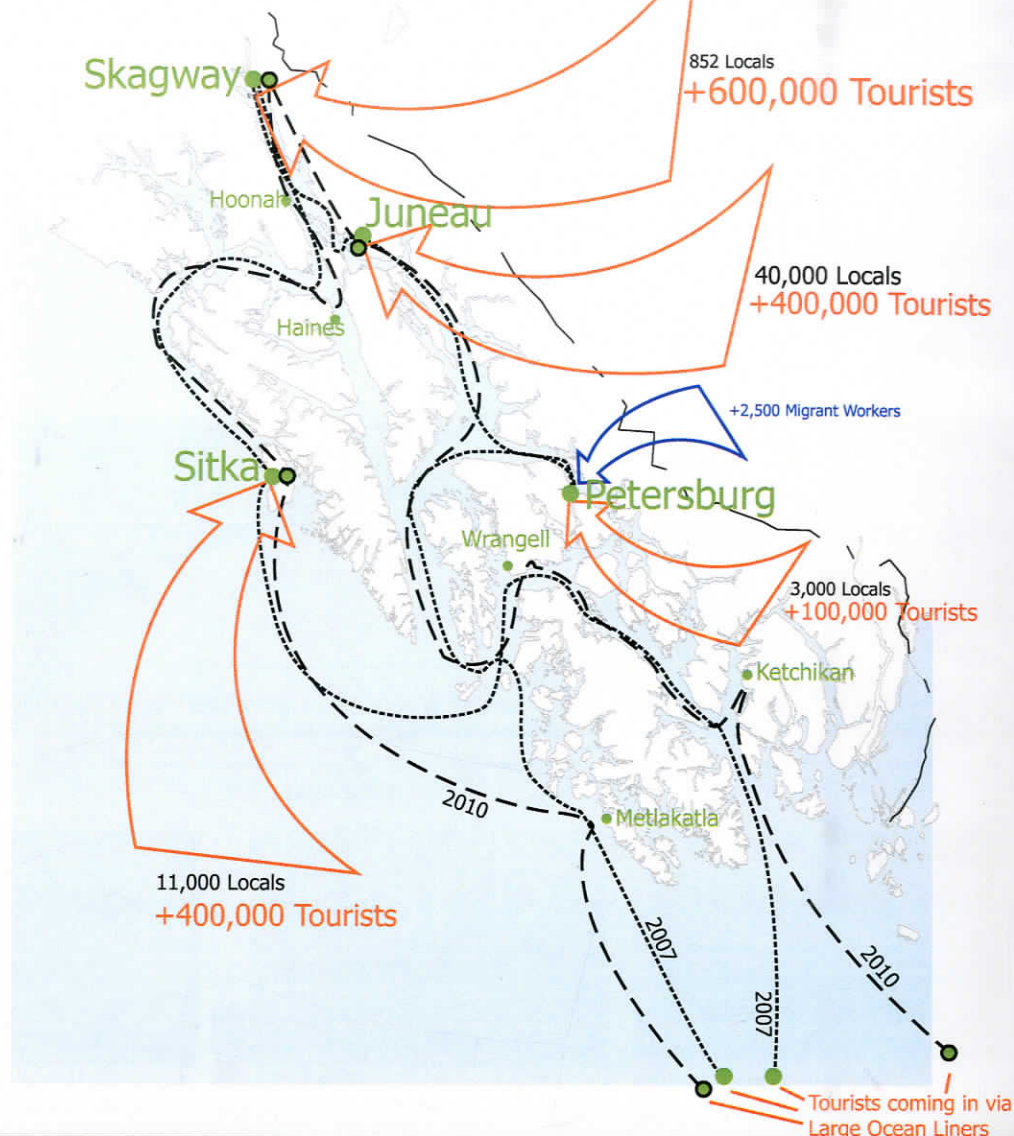


Looking specifically at small island communities in Alaska, my intention is to design a new infrastructural landscape that creates an environment for a new tourism market, yet provides a counterbalance for the social implications of mixing the permanent local inhabitants, the seasonal tourism industry, and temporary migrant worker populations. Through the development of the architectural intervention, the lost cultural identity of the small town will be revived through a smaller scale urban intervention that promotes a localized tourism market and an exploitation of an overlooked economical element that can be used to promote cohabitation between the various sectors of people.

The idea of Alaska as a nature destination has played a significant role in the development of a number of smaller communities. As the large cruise companies such as Holland America and Norwegian Cruise Lines designated Alaska as a major destination, the Inside Passage became seen as a single significant port of call.

Commercial fishing became a major industry in the small communities as the economy began to change and seafood became one of two major exports of the Alaskan economy.

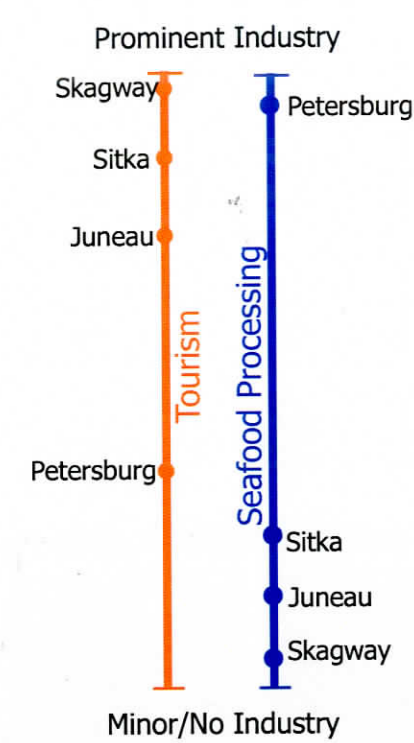
Inside Passage Typical Oceanliner Cruise Routes | Local Populations



Communities began to grow along specific routes, the same routes that were used for the shipping of resources. They quickly became used as the major routes taken by cruise lines as they began to infiltrate the inside passage. The location of canneries and major ports of call generally overlap, and as the economy grew, so did the migrant populations and amount of tourism.

The small town mentality relies on the ability for the local citizens to sustain themselves on **site-specific industry**. Small town communities in South East Alaska are ideal in their ability to recognize their potential as ecotourism destinations due to the natural surrounding landscape which acts as a backdrop to almost every small community along the inside passage (Cervený, 8).

The history of commercial fishing in Alaska is similar to that of the tourism industry in that the seasonal flow of people into the state changed the culture and lifestyles of the local inhabitants forever (Cervený, 36). By 1972 the fishing industry became an element of the economy to be managed and controlled by the state, who created a number of regulations to monitor the industry. By the 1990's, the market for commercial fishing had fared generally well, and by 2002 the market share had increased to 60%, making the actual price of salmon for the individual fisherman lower (Cervený, 38). Overall, the **niche market for wild fish in Alaska became a very important industry, however the commercial aspect in combination with the failed economy in the recent past has caused a situation that must be addressed.**



The project will **objectify the tension** between the local population and the need to **accommodate massive flows of people** into the local environment through the introduction of a **water-front based program**. The intervention will encourage tourism, provide the infrastructure needed for both tourists and migrant workers, yet will not diminish from the small town mentality accustomed to by the locals by encouraging the revival of the local cultural identity.

The south-east communities are hit the heaviest in terms of **tourists and migrant workers**. Looking at the map of the inside passage, the major ocean liner routes in 2007 hit four major towns, **Sitka, Skagway, Juneau, and Petersburg**. Each of these four towns offers itself as a tourist destination, however the involvement in the commercial fishing industry varies. **Becoming a successful tourist destination requires the ability to maximize the place's reality, as well as requiring an image making and branding grounded in the local products (Morgan, 48).** Attracting wanted attention stems from creating a unique **destination proposition**. Tourism itself creates direct and indirect jobs in the local economy, creates new tax revenues, as well as helps with the exportation of local products. It can however also be seen as having a negative impact on a place. For example in many of the small Alaskan Communities, the historical cultural identity of the town has become much to "disneyfied". Larger urban environments have the ability to house tourism as one of many industries feeding into the economy. Small communities however encounter more tension and directly related problems due to the tourism industry, as the tourism population can be seen as overrunning the local community.

Because of the recent economic downturn, the large cruise lines pulled out of the town of Petersburg, and instead began doing more variety of day trips and onboard activities.

As a **growing industry**, the effects of tourism are felt in cities that range in size from a historical small town setting to a metropolitan city. Tourists are currently moving 23 billion kilometers a year, and it is predicted that by 2050 this figure will increase by four times that amount (Spectacle cities,1). **Tourism is the most direct form of population increase in the inside passage.** Looking at the specific typologies of tourism, author Bill Faulkner has developed five "forms of tourism". His five typologies are very specific to the 21st century, and can be further broken down into a series of categories which can be used as a tool to look at the same four Alaskan communities as mentioned earlier. Faulkner's five types are very specific in creating the context within which we can start to place elements that draw people to a particular place. Although his typologies are very thorough, they are missing an organization that makes more sense in delivering a tool that can be used in this thesis.

Taking the new terms and applying them to the four towns, Petersburg, Skagway, Sitka, and Juneau, we can start to see what towns have **potential** as a specific site for an architectural intervention. Looking at each town in terms of what they give to the tourism industry, we can see them as individual destinations in the larger destination of Alaska. Each of the four towns presents itself in a different way. ahow each of the four communities markets itself and brands itself to perspective visitors and demonstrates another level of the potential for a future intervention.

Interpreting Bill Faulkner's "Forms of Tourism"

| Cultural | Heritage | Tourism of World Politics | Nature Based | Wine | Short Break Markets |

Tourism of the **past**
"ways of life of a visited community"
(Faulkner,3)

Tourism of the **present**
"ways of life of a visited community"
(Faulkner,3)

"An escalation of the scale of tension and conflict has facilitated a **growth** in tourism "(18)

Involves a direct use of a destinations **natural resources** as an attraction
(34)

20th Century
Mega-Force ;
Emerging as a complete destination
(49)

Changing the nature of short-break **holidays**
(67)

| Cultural | Nature Based | Culinary | Short Break Markets |

Architecture
Monuments
Cultural Festivals
Religious
Pilgrimages
Religious Festivals
Museums
Archeological Sites
Riots
Capitals
Controversy
Racial or Ethnic Differences

Sea, Sun, Sand
Adventure
Ecotourism
Consumptive
Captive
Soft vs. Hard

Niche Marketing
Festivals
Smaller Destinations
Education
Tasting
Restaurants

In terms of Visitor
In terms of Place
Business
Weekend
Packages
Holidays
Study
Holidays
Health, Fitness

Skagway



No Significant
Relevance

Sitka



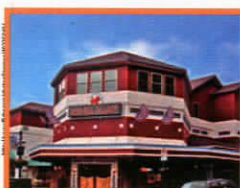
No Significant
Relevance



Petersburg



Juneau



Cultural

Nature Based

Culinary

Short Break

The **image of a city** is a collective perception that one brings to a specific place. (Braun). The idea of branding a destination is grounded in the fact that you can create a unique destination proposition based on the **cultural heritage combined with the current economic market of a place**. A city's identity is formed through a pride in its space, people, community, culture, traditions, and heritage (Braun). This source of civic pride gives a sense of belonging and a better sense of place, allowing a branding technique specific to the destination to take place.

Each town lies somewhere different on the spectrum of significant types of human flow into the town. Sitka has a large tourism industry, and a small fishing industry. Where as Petersburg (as of 2007) has a smaller amount of tourists every year, however a very large amount of its industry is located in the seafood-processing element. What comes from the analysis of this form of cultural identity and population flow into each of the towns is that the only one that markets an element that is also cause for influx of migrant workers, is Petersburg.

Juneau being the largest of the four towns is home too many year round locals who are involved in various industries, some related to tourism, others in alternative segments of the economy such as government, health-care, or education.

Each of the four towns markets their nature-based tourism, with excursions and wildlife viewing. Petersburg concentrates on their Norwegian heritage, and they call themselves little Norway. They also focus on the fact that they are a thriving fishing village. Skagway focuses solely on the historical gold rush element, and has become a disney-fied version of a the historical gold rush town. Sitka focuses on the native element, while Juneau looks at the fact that it is a capital city. Each of the towns focuses on something different, and offers something different as a destination. In an interview with Liz Cabrera, head of the economic development council in Petersburg, it became clear that the tourism industry in Petersburg has been lagging, but is expected to see a turnaround in the near future. One of her main concerns was that without the proper precautions, Petersburg would become a destination based solely on a historical element, and become turned into a Disney-fied version of Alaska, like Skagway. In its own way, Skagway has become a successful destination based on what it offers, however it is not place where many locals live and work throughout the year. The economy of this small town is based solely on tourism.

Looking at each of the four towns, a screen shot of their webpage shows what elements are marketed to prospective visitors and what they decide to showcase as elements that will brand the city as a destination.

Gateway to the Klondike |
Goldrush of 1898

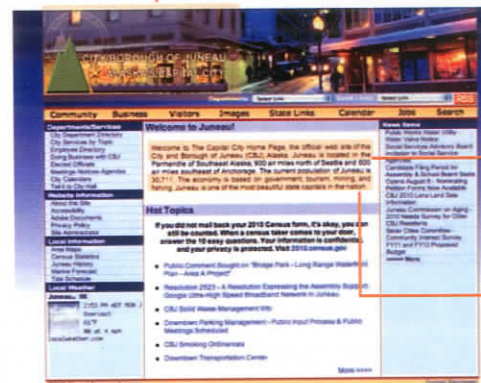
"A Place exists in Alaska where the
past lives on, where the cries of
"gold in the Yukon" still echo
from steep canyon walls, where the
sounds of barroom planes and
boomtown crowds ring out in the
night"



City Borough of Juneau | Alaska's
Capital City

"Welcome to the Capital City
Home Page"

"The economy is based on govern-
ment, tourism, mining, and fishing.
Juneau is one of the most
beautiful state capitals in
the nation"



Skagway
Sitka

Juneau
Petersburg

"Sitka Alaska is your Alaskan treasure!
Views of Island studded waters, stately
spruce forests, jagged mountains and
towering volcano surround
Alaska's most beautiful
seaside town"

"experience Sitka's riches with warm
hospitality, ancient Tlingit living
culture and history, unique
Russian heritage, fact filled
museums, hand carved totems"

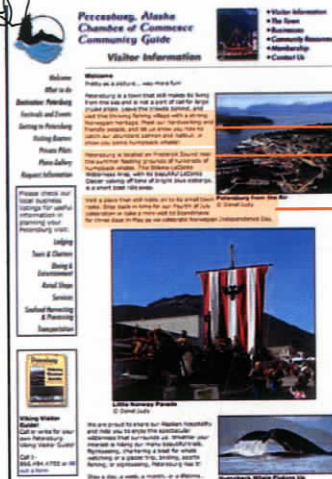
"Sitka's past is a unique blend of
Tlingit Culture and
Russian History"



"Visit this thriving Fishing
Village with a strong
Norewigan heritage. Meet
our hardworking and friendly people,
and let us show you how to catch our
abundant salmon and
halibut, or show you some
humpback whales!"

"Petersburg is located on Freder-
ick Sound near the summer
feeding ground of hundreds of
humpback whales"

"Visit a place that still holds on to its
small town roots. Step back in
time for our Fourth of July
celebration or take a mini-visit to
Scandinavia for three days in May as
we celebrate Norweigan
Independence Day"

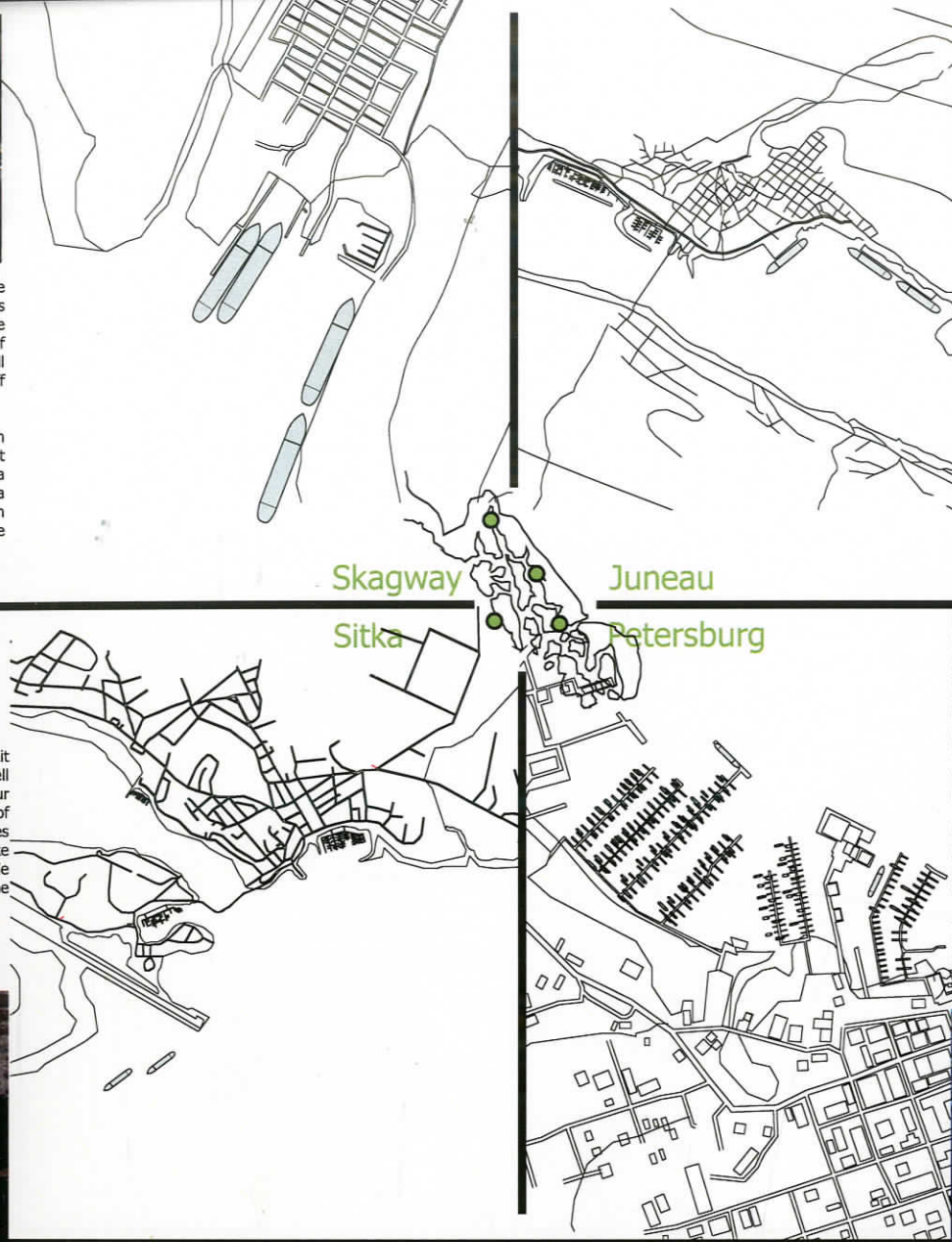




The town of Skagway is the only one of the four case studies that is related to the interior of Alaska as it connects to Canada through a railway. It is also the smallest town, yet has the most significant amount of tourism every year. Because the industry in this small town is dedicated solely to tourism, during the off season the town transforms into a ghost town.

One element that is very particular to this town, which acts as a "warning" of sorts for the growing tourist industry in the others, is that the cruise lines own a large portion of the real estate in the downtown area of Skagway, thus the town itself does not get as much benefit from the tourism industry as they do in the other towns.

Sitka is known for its native culture. Home to the Tlingit people, Sitka houses a beautiful Totem Pole Park, as well as other elements of the native culture. Of the four towns studied, it is the second largest with a population of 8,700. Yet they receive as many cruise boats as does Juneau. Sitka is a shallow water port, and like Juneau, Petersburg must have the larger boats anchor outside the town in deeper water, then tender the passengers in on small tender ferries.



Juneau, the State Capital, is home to about 40,000 locals. Because of its size, it is also able to sustain a large amount of tourists in the historic downtown, in a much more successful way.

Juneau draws many tourists for the natural element, such as Mendenhall Glacier which is nearby, as well as it being the second largest Airport in Alaska, many independent travelers end up here. In terms of the fishing industry Juneau remains at the low end of the spectrum, no processing plants, with a small amount of commercial and sport fisherman.

Petersburg, or Little Norway, is one of the more eclectic towns of the four studied, as it has a very different social mix compared to the other cities. Because the town's industry is based on commercial fishing, the small town draws a smaller number of ocean liners, but also has smaller cruise boats, and a steady seasonal population of migrant workers who live and work in the seafood plants.

Other than the Aleutian Islands, Petersburg is home to the largest seafood processing plants in the State, and supplies canned fish all over the world.

The town's heritage is a major draw for tourists, and the yearly festivals dedicated to the cultural history of the small town is another element that is waiting to be exploited.



Looking specifically at how people enter the towns has created a situation that is specific to the choice of Petersburg as the site for this thesis. There are a number of situations in which various types of boats enter these small communities, ranging in size from large ocean liners to the smaller sport fishing boats. Each of the towns has its limits, and can only handle certain **moorage situations** because of its geographical contexts. There seem to be three general situations, where the large ocean liners can dock right into the town, along with smaller cruise boats, commercial fishing boats, and sport fishing boats. In another situation, the ocean liners cannot dock directly in town due to the depth of the harbor, and instead anchor further away, and those who choose to enter the town are tendered in on tender ferries (which are actually lifeboats off of the ocean liners themselves). The last situation is that not even ocean liners make any attempt to bring people into the smaller towns, and only the smaller cruise boats can dock, along with the commercial fishing and local ferries. Each of these situations can be applied to the four case studies, and they provide an opportunity to see the main differences in how people arrive in each town.

OceanLiner | ex: Holland America
1200-3200 People
Deep Water Ports
1,500 Feet Long
1,800 Rooms



Tender Ferries | Life Boats
45 People
Tenders People from Oceanliners into shallow water ports
50 ft long



Small Cruise Boat | ex: Cruise West
100-250 People
300 Feet Long
35 Rooms



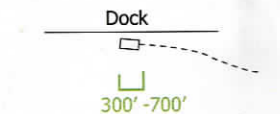
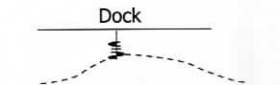
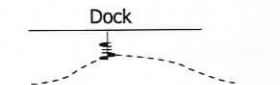
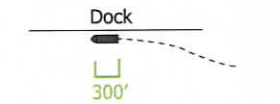
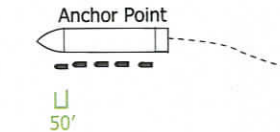
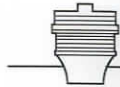
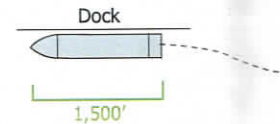
Commercial Fishing boats
4-10 People
Locally owned, individuals who are involved in the Fishing Industry



Sport Fishing Boats
1-8 people
Locally owned
Range of Sizes

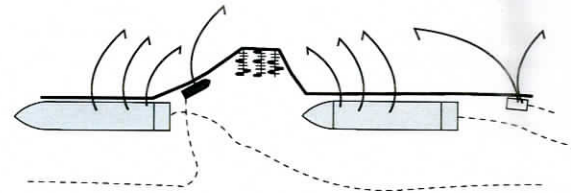


Alaska Marine Ferry
100-700 People
State Owned
300-700 Feet long

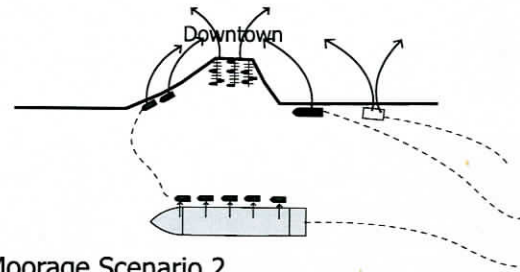


Petersburg and Sitka are the only ones without in town docking, and because of the fact that ocean liners have pulled out of Petersburg in the last few years, it presents an opportunity in the future to control the amount of people that are allowed to come in by the actual development of a new dock. Each ship that ties up in town pays a moorage fee that goes to benefit the town as a counterbalance to bringing in thousands of people every day. When the boats do not dock in the town directly, the moorage tax is much less, thus the benefit for the locals is much less unless they have something else that the tourists want. In Petersburg the market to exploit is that of the vibrant fishing town.

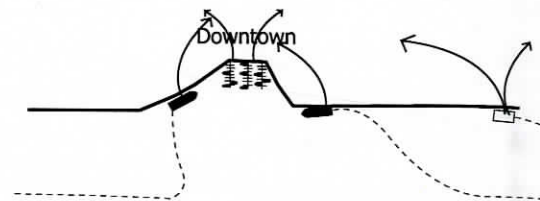
This thesis will further look at how the design of an architectural intervention that keeps the local product market in mind can create a stage for an overlooked positive element of the massive flows of people into the town. There is a need for cohabitation between the different social groups. The initial glance at the massive flows of people into the state cause an immediate concern for a situation in which the small town mentality and local heritage and culture could be overrun by tourists. However, the local economy is an overlooked positive element that can make for a successful tourist attraction.



Moorage Scenario 1



Moorage Scenario 2



Moorage Scenario 3

	Skagway	Sitka	Petersburg	Juneau
Cultural	Heritage	✓	✓	✓
	Architecture	—	✗	✓
	Retail	✓	—	✓
	Events	✓	✓	—
Nature Based	Excursions	✓	✓	—
	Landscape	✓	✓	✓
	Sea	✓	✓	✓
	Sand	✗	✗	✗
	Sun	—	—	—
Culinary	Destination	✓	✓	—
	Seafood	✗	—	✗
	Restaurants	✓	✗	✓
	Education	—	✗	✓
Short-Break	Festivals (Summer)	✓	✓	✓
	Business	✗	✗	✓
	Festivals (Winter)	✗	✓	✓
	Fitness	✗	✗	✗
	Weekends	✓	✗	✓

Looking at what each individual town offers as forms of tourism, it is possible to decide where there is the most **potential for an architectural intervention**. By taking the elements from Faulkner's forms of tourism that are specific to the Alaskan Economy, it is possible to see where there is potential for exploitation and growth.

Where opportunities already exist (✓) it signifies that the town already takes advantage of what is there as a part of the tourism industry, and it could be exploited more or left as it is. **For example in Skagway, you can see that there are already 10/18 successful existing elements, while Petersburg only has 9/18.**

In some of the categories there is only some (—) existing amount of the category. This presents an opportunity to take advantage of something that could easily be exploited as it already has a basis in the town. **The towns where this is the most significant is Petersburg and Juneau.**

In some cases there is no existing element in the category (✗), and thus there is major potential for this element to be introduced into the town as something to attract tourists. **In this case Petersburg has the most potential for the exploitation of new elements of tourism.**



..... Most Common Origination of Migrant Workers 1980-2006

———— Most Common Origination of Migrant Workers 2006-Present

Over all, Petersburg has the most potential for an architectural intervention based on current elements of tourism and its migrant worker population. It becomes the site with the most interesting social mix, and requires the need for an intervention to provide a way to allow for the cohabitation of these various groups of people.

The population flow of foreign workers into the state of Alaska is dependent strictly on the previous fishing season. The primary locations from where they originate are Mexico, Eastern Europe, and the Philippines. However due to the recent economic crisis, a large percentage of the jobs were given to residents of the US.

Migratory Workers tend to apply for jobs on a more reactive basis, based on the current individual economic situation. On average, a 1st time worker in a processing plant, on a decent fishing season, can make between \$4,000 and \$7,000 per summer season.

Whether or not the migrant is forced to relocate for work is based again on their individual situation. However the choice of Alaska is voluntary, and because of the lengths it takes to get to the small towns, the choice must generally be made in advance.

Migratory work is almost always temporary, unless leading to a decision to permanently relocate.

Migrant workers most often decide to apply for a temporary position based on economic situations and not being able to find a better or equal job in their home labor market.

Specific to the State of Alaska, work available to migrants is almost always administered. It follows state and national labor laws, as well as being an application process with a limited number of openings.

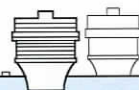


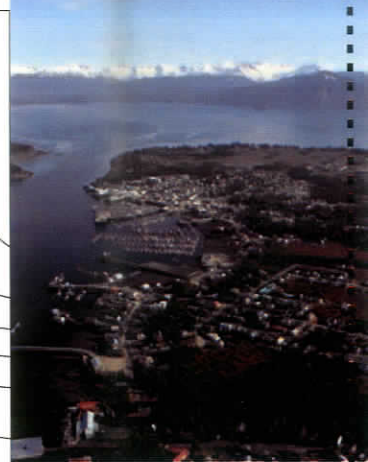
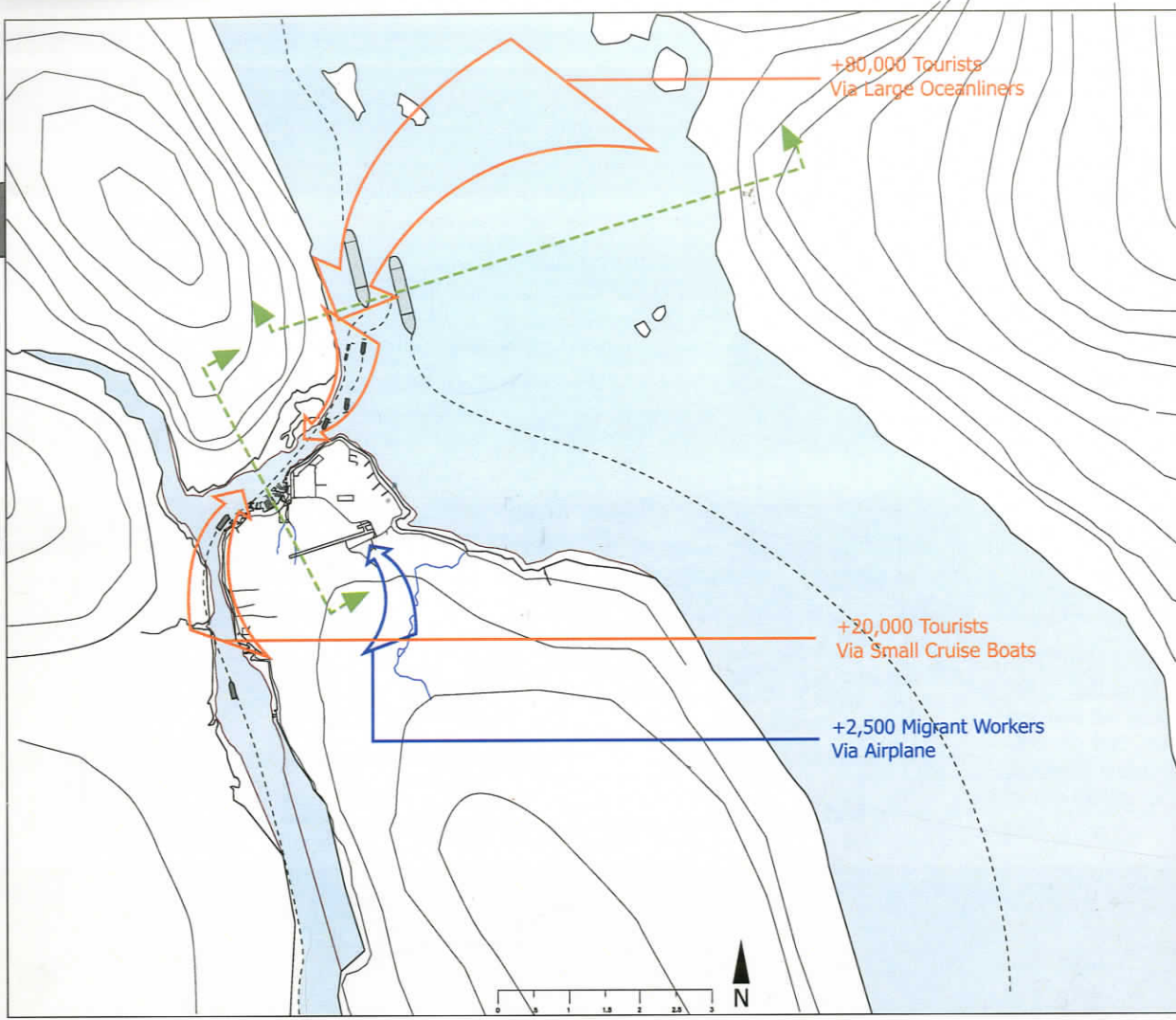
The site chosen is Petersburg, Alaska. Its location along the Inside Passage makes it prime as a node for tourism and fishing. The site's landscape conditions are very particular to South East Alaska, and are even different than that of the other case studies. Because of the shallow water port, the oceanliners that brought in tourists until 2007 anchored around the corner of Mitkof Island. Because of this, the town is not seen by visitors until they are able to get into the narrow "Wrangell narrows" which sits as the main body of water in front of the town.

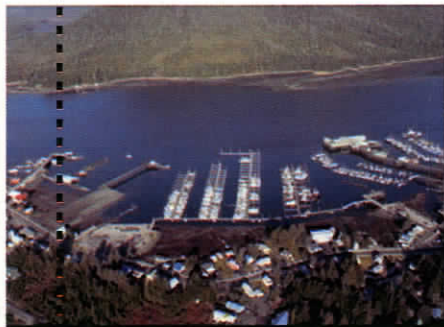
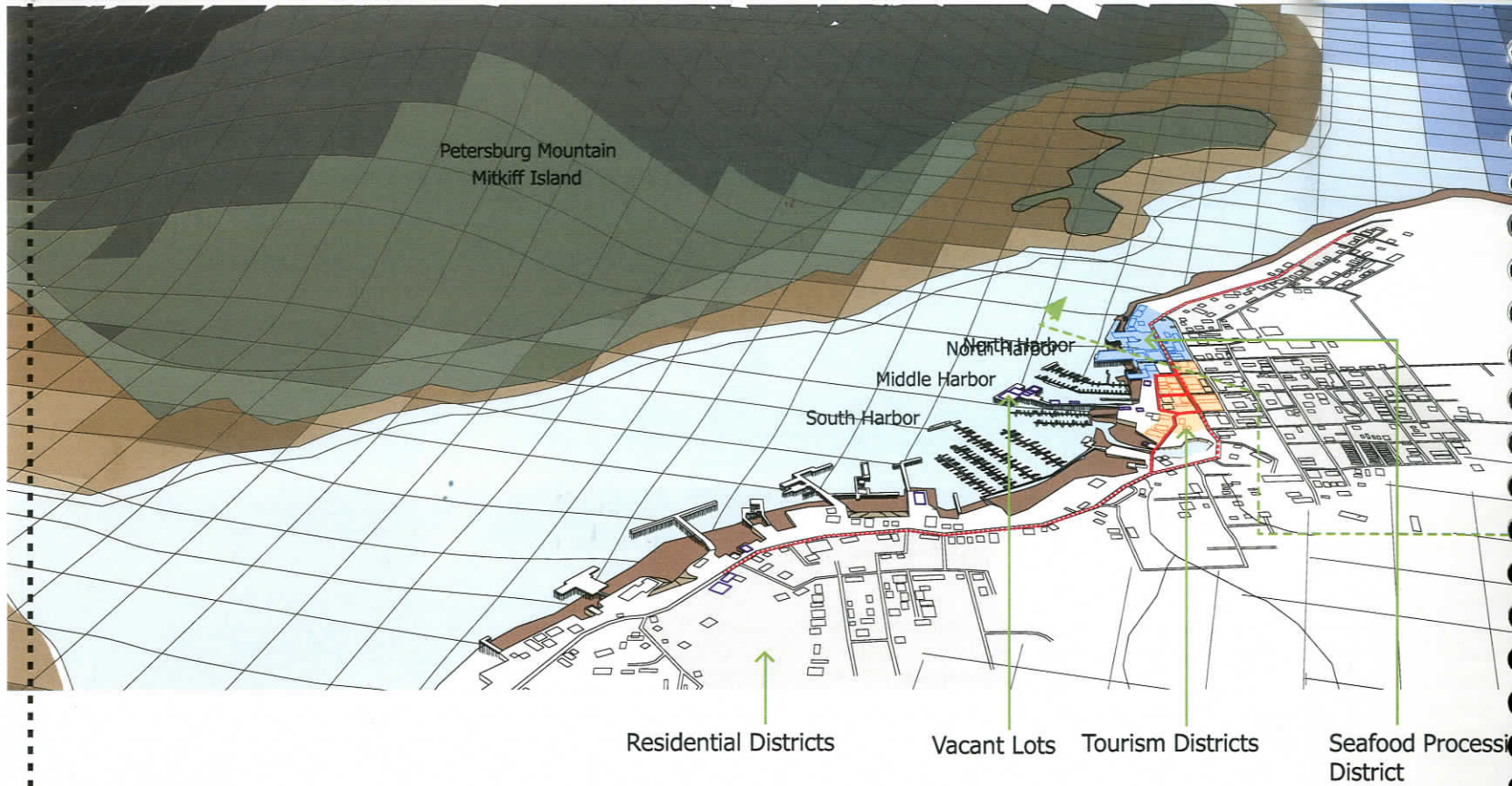
The views from the town are spectacular, however because of the proximity to tall mountains, the best views are to the North and North East.

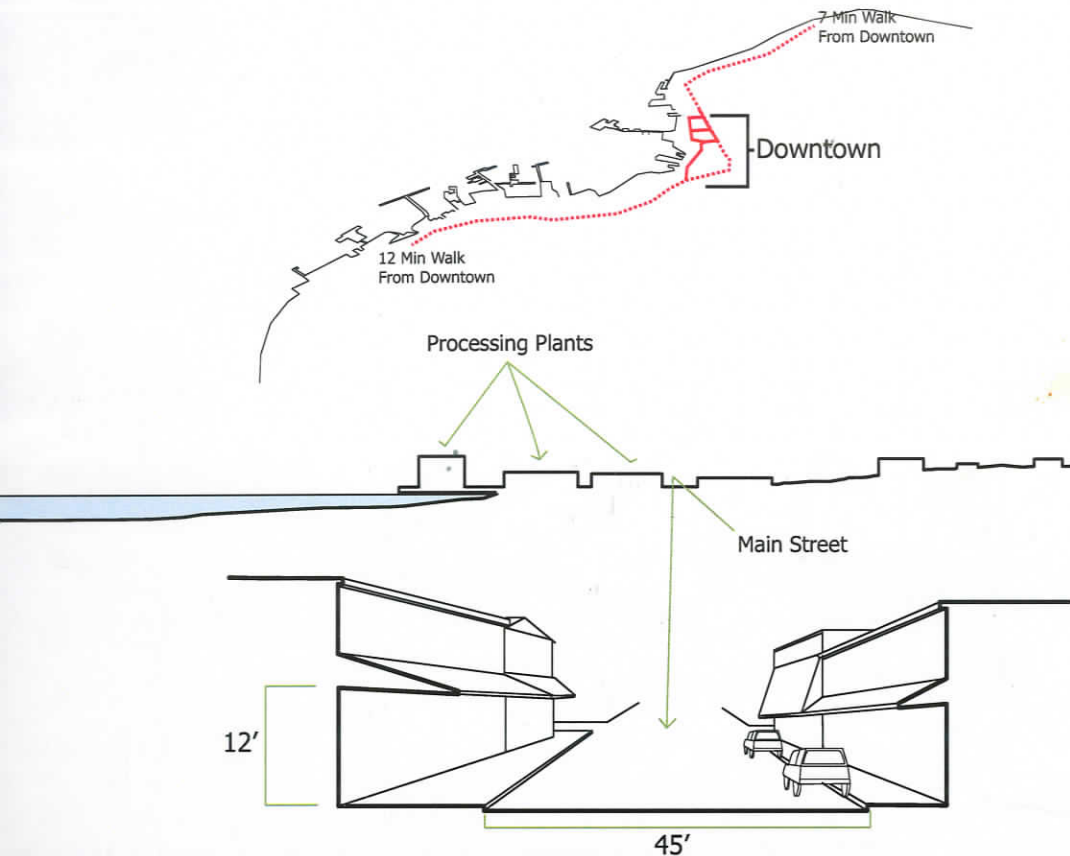
The flows of people into Petersburg have changed over the past ten years, especially due to the downfall of the economy. However an expected turnaround is in the near future, and the flow of people into the town will remain steady, if not grow immensely. This Thesis will look at the flows of the Tourists and Migrant Workers, specifically during the summer months, and how this massive influx of people affects the local residents. Because of the site conditions and the significant effect these flows have on the social atmosphere in the town, an architectural intervention is needed to localize the tourism industry in a way that creates a counterbalance between the various social sectors.

Best Views









The downtown zone of Petersburg is composed of only about 3 main blocks. The buildings on either side do not get higher than two stories, or no more than 24' tall. It would take an average person about 4 minutes to walk from one end of the downtown strip to the other.

The downtown feeds into a somewhat regular grid, which organizes the residential streets around the waterfront and marina system.

The layout of Petersburg is very walkable from end to end, with smaller nodes of space located around the primary circulation.

Because of the economic downturn, and the pulling out of the oceanliners, many of the former waterfront properties have been vacated.

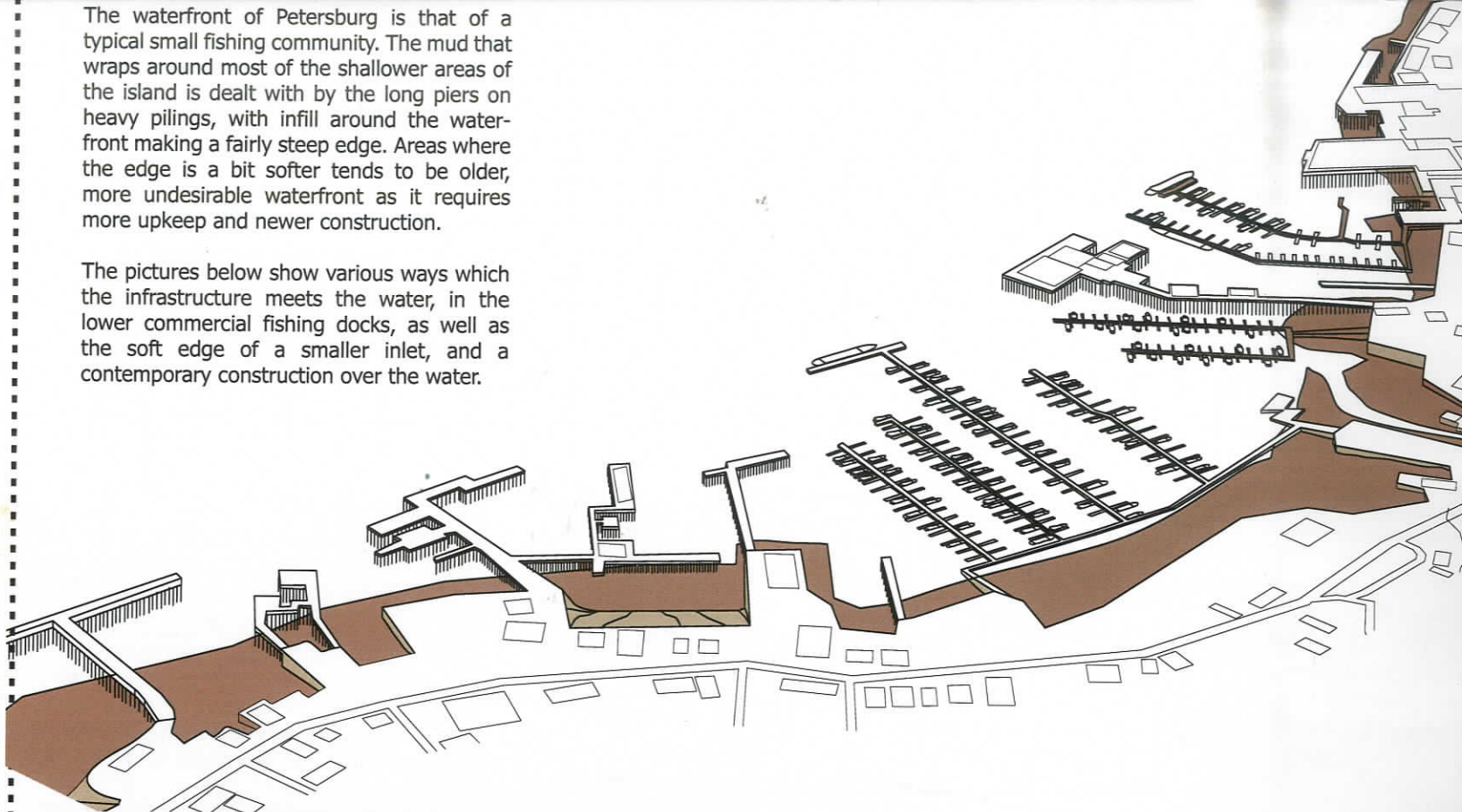
Many of these properties are prime waterfront locations, and were previous industrial sites used for seafood processing.

The other main vacant buildings are old waterfront restaurants in very ideal locations to become a stop on a tourist route through town. One of the largest vacant properties is the previous Ocean Beauty Plant, which is located in the center of the town right off of the city grid.



The waterfront of Petersburg is that of a typical small fishing community. The mud that wraps around most of the shallower areas of the island is dealt with by the long piers on heavy pilings, with infill around the waterfront making a fairly steep edge. Areas where the edge is a bit softer tends to be older, more undesirable waterfront as it requires more upkeep and newer construction.

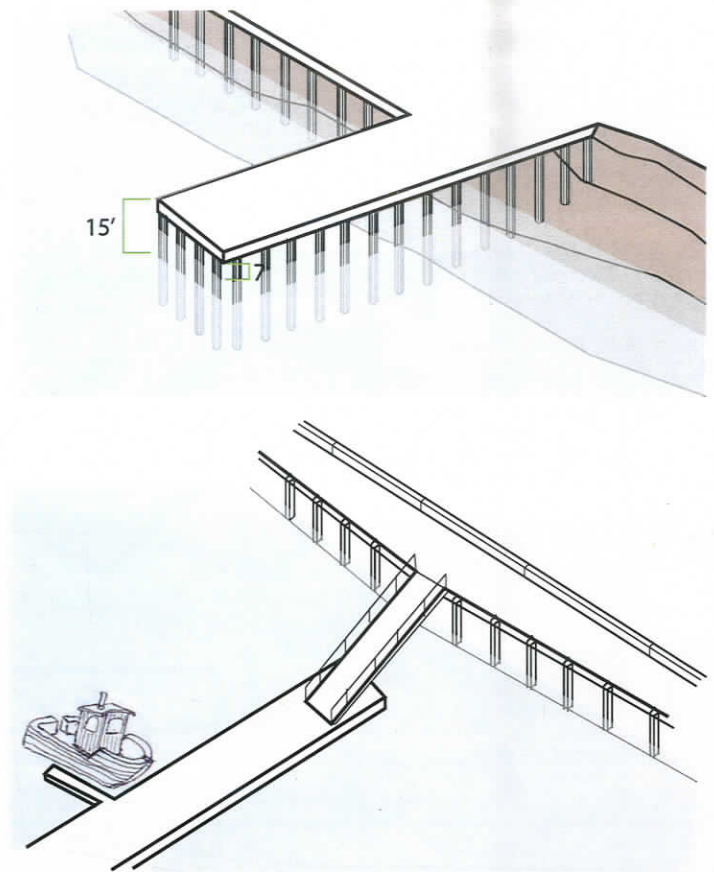
The pictures below show various ways which the infrastructure meets the water, in the lower commercial fishing docks, as well as the soft edge of a smaller inlet, and a contemporary construction over the water.

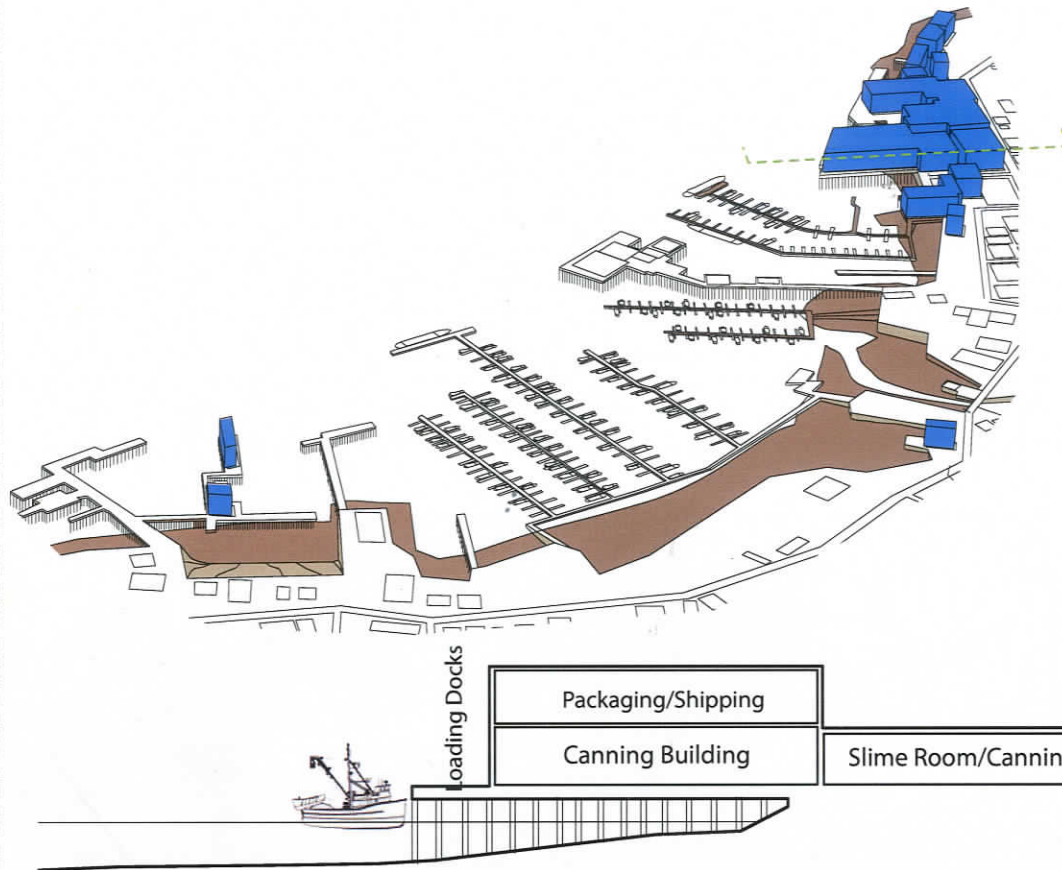


The diagram to the right is an example of how a pier is made over the water and the mud. These higher piers are typically located around the canning facilities as loading docks, or as places not meant to have access to the water.

The second diagram is of a local harbor, where the smaller commercial fishing boats would dock, with a ramp that allows access to the public.

The tides change about eight feet daily, and the docks that sit on the water are designed with this in mind, as the ramps are able to roll up and down pending on the height of the water.

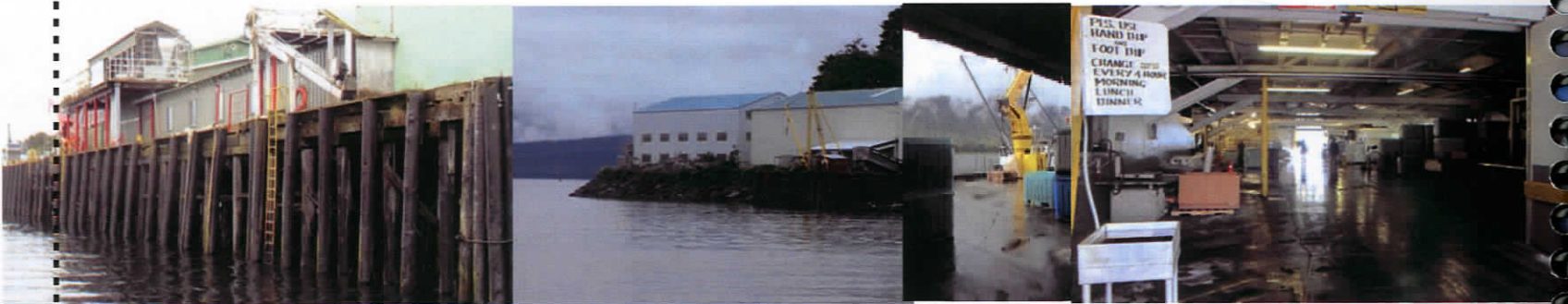


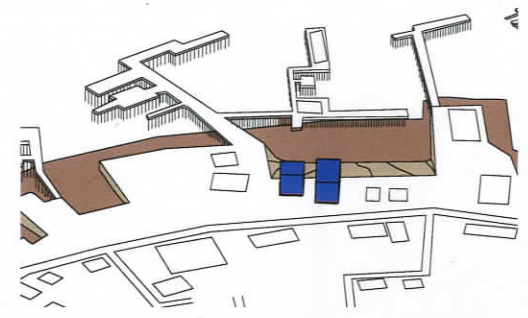
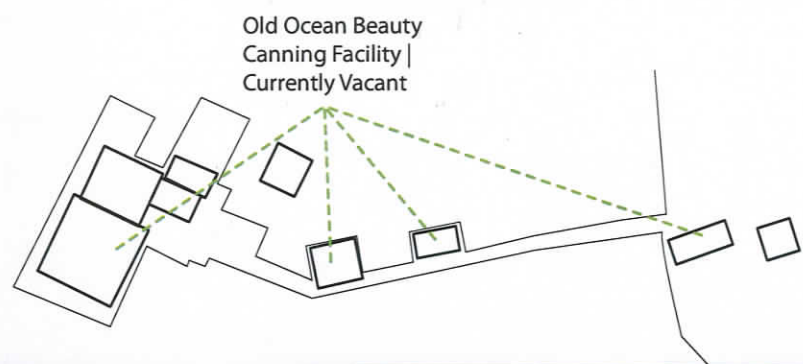
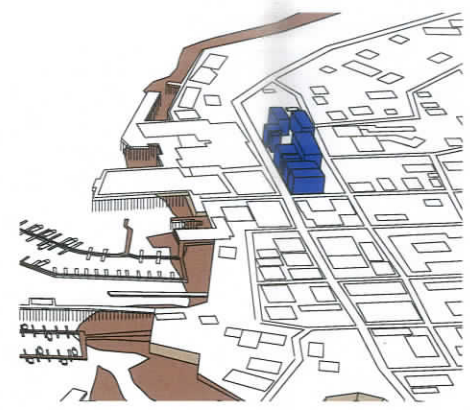
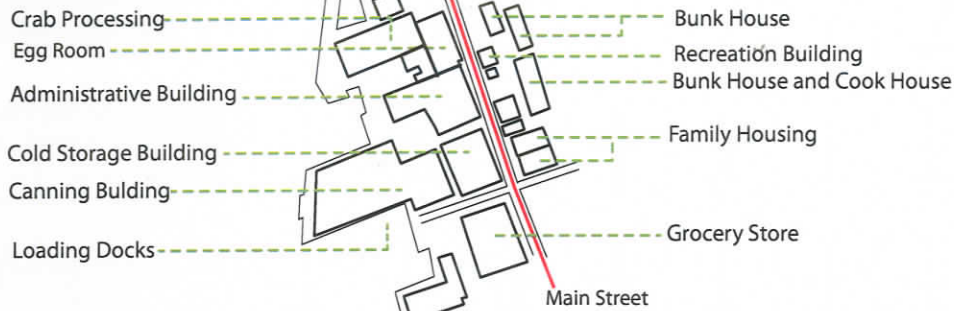


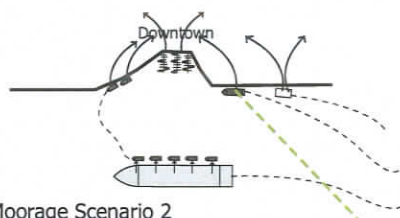
The Migrant Worker population in Petersburg is an annual number of about 2,000 people seasonally. The canning plants hire based on the previous season. The main plant in Petersburg is Icicle Seafoods, and acts as the northern most anchor to the downtown area. The Cannery layout is fairly standard, with a number of elements for various types of seafood processing, packaging, and storage.

The workers themselves live across the street and work 16 hour days during a busy season. Because of this they primarily stay on the northern side of the town, eating at the smaller lunch only restaurants, and shopping at the grocery store kitty corner from the bunk houses.

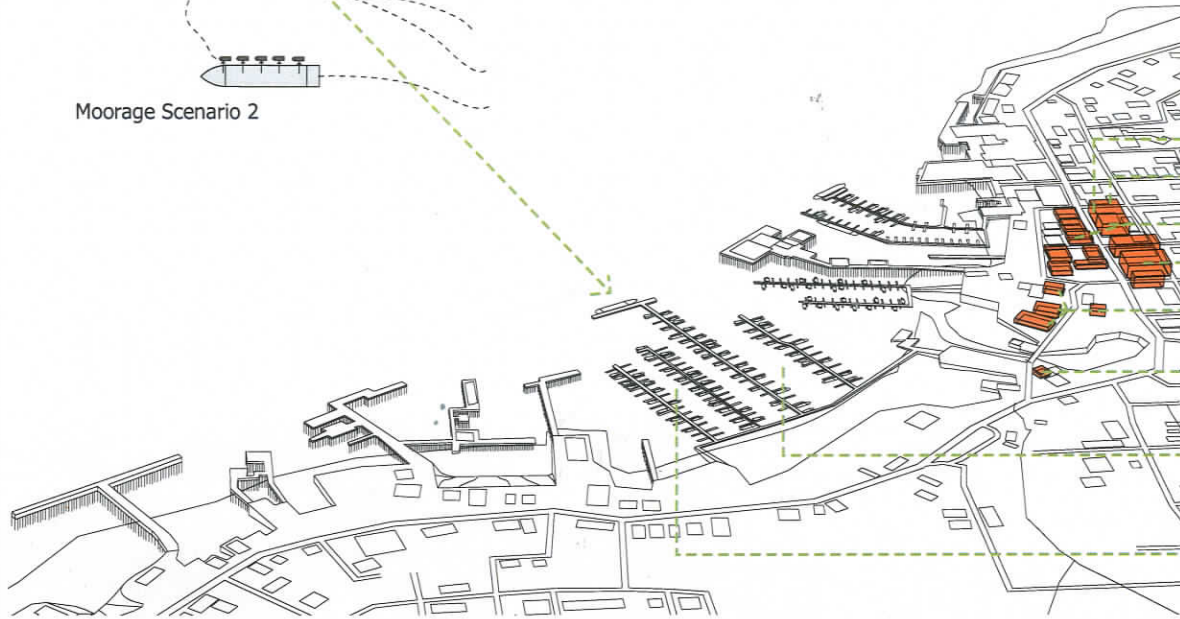
The old Ocean Beauty Canning facility has been vacant for 3 years, and is a central location between the northern zone of Icicle Seafoods and the downtown zone which is main street.







Moorage Scenario 2



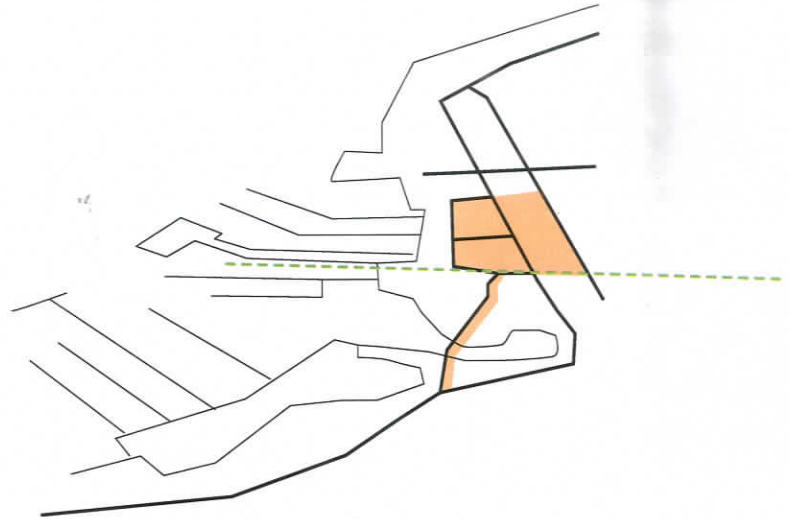
- Coastal Cold Storage (Food)
- Papa Bears Pizza
- Small Craft Shops
- Scandia House Hotel
- Sing Lee Alley/ Sons of Norway
- Bed and Breakfast
- Small Craft Harbor
- Pre-2007 Tender Ferry Harbor



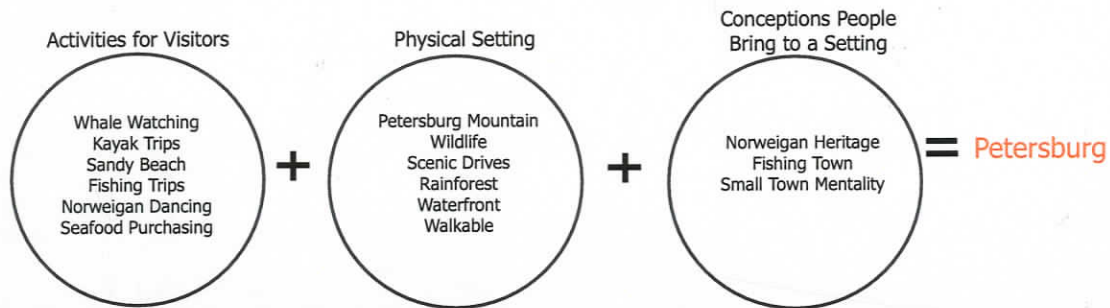
Tourism in Petersburg has declined since 2007 when the ocean liners stopped anchoring outside of town. There is a number of small retail shops catering to the Norweigan Heritage of the town, as local artists and craftsmen supply these small vintage shops with crafts.

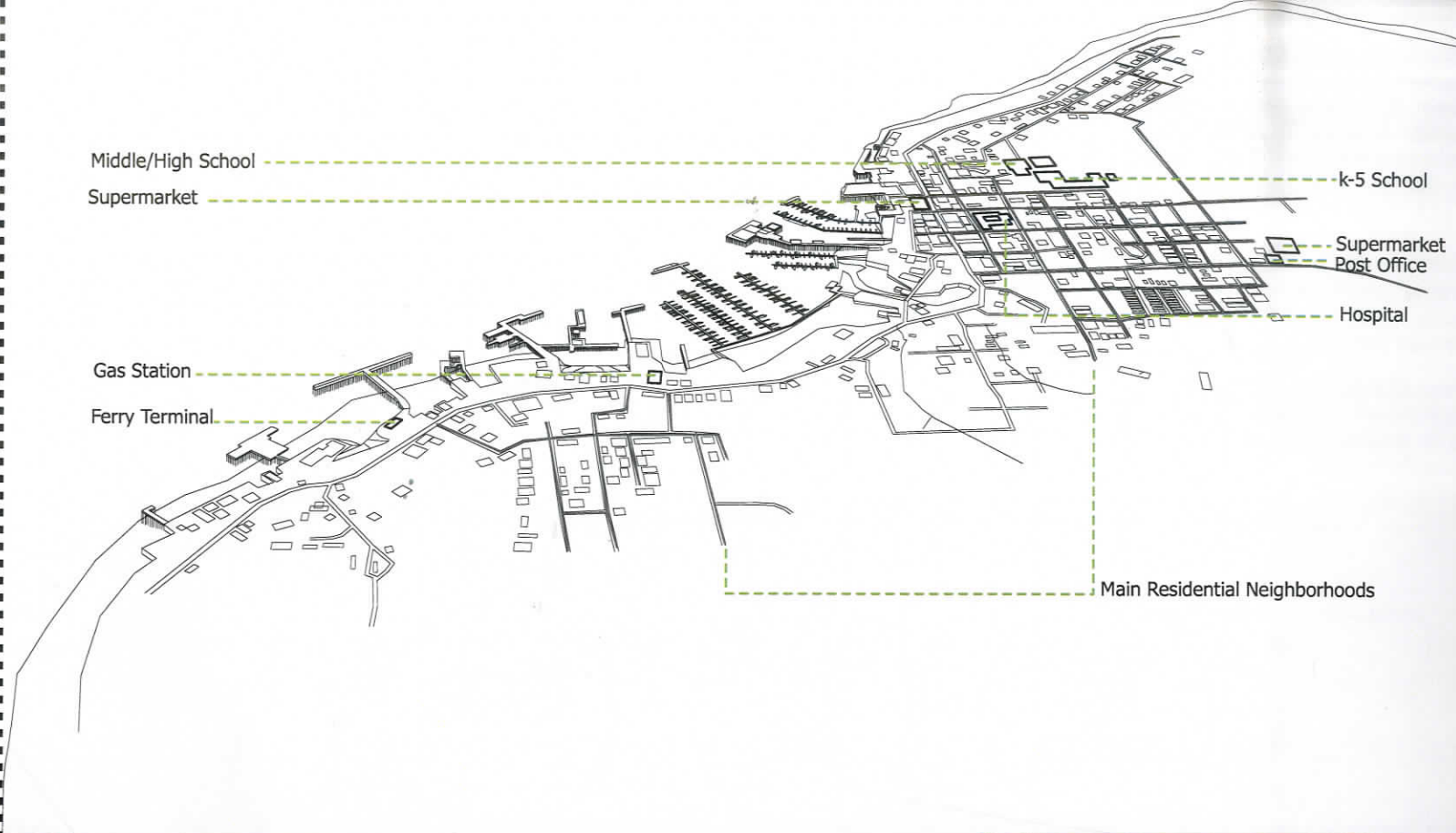
There are also an area which is dedicated to the "Viking" history of the town, and has what the locals consider as their traditional Sons of Norway Hall.

Many of the small souvenir shops are solely dedicated to the tourism crowd, and they tend to be located in the souther portion of downtown Petersburg.



Based on Canter's "Place Model" applied to Petersburg | Faulkner (118)



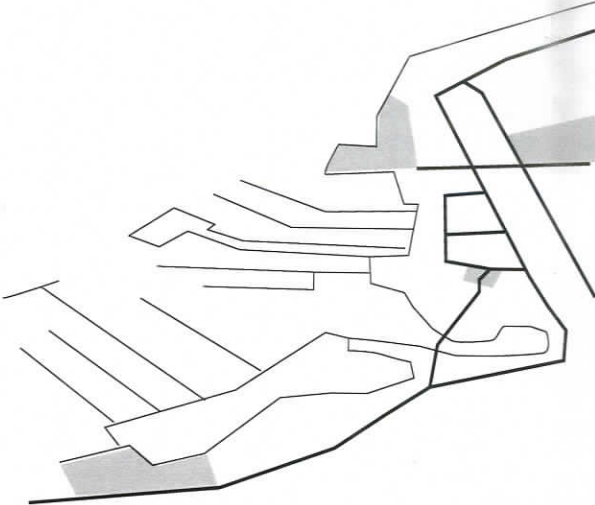


The local residents of Petersburg number about 3,000. The residential population is growing however, and the specific neighborhoods that are shown are constantly being hit with new construction and new roads. The primary place for local residents to get their groceries or go to the post office is in the eastern part of town near the airport.

There is a single gas station in town, located near the central cluster of harbor's.

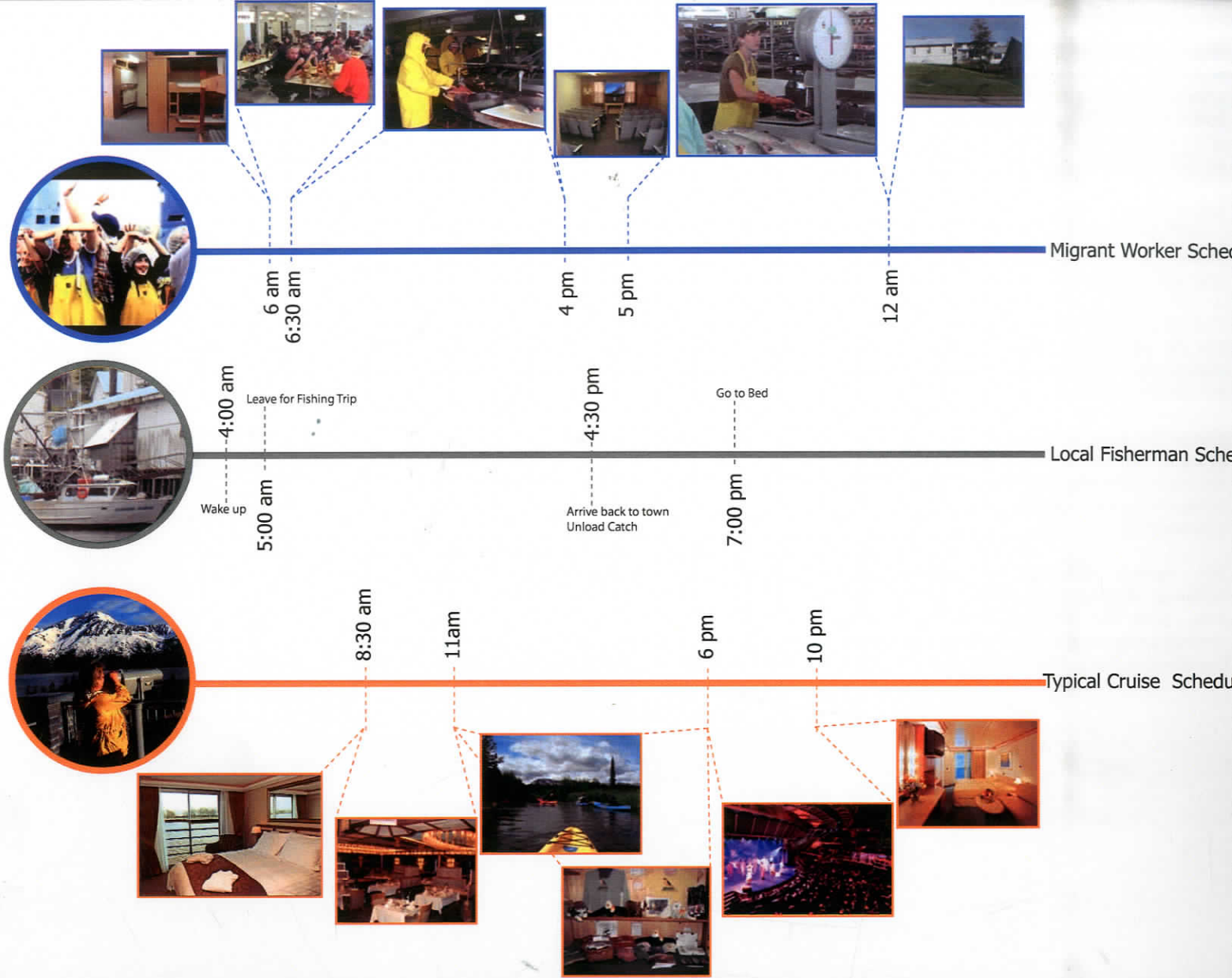
This Thesis will aim to design a structure that can be used year round. Because of the seasonality of Migrant Workers and Tourism, an intervention on the waterfront would aim to be a successful addition to the local atmosphere. The town lacks a significant amount of public open space. The downtown acts as the main gathering area during festivals and celebrations, and there is no significant outdoor park.

The various elements of industry and business are scattered throughout the city plan, with the heaviest industry of the seafood processing in then northern end, and the courthouses in the middle.

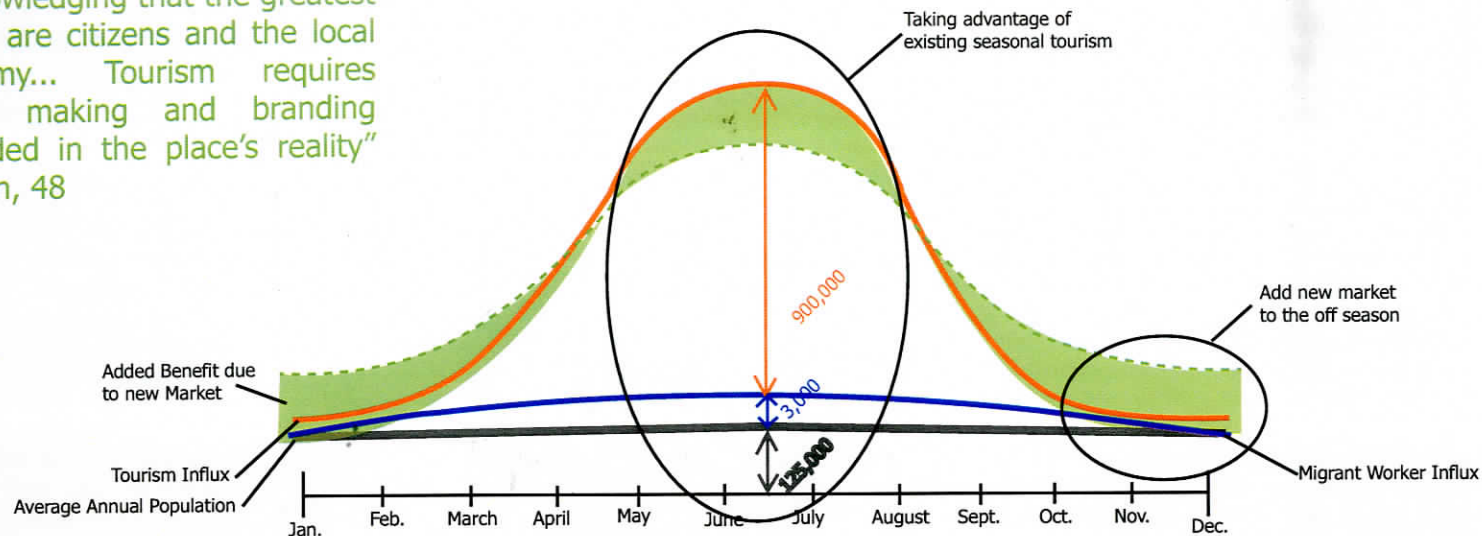


Primary Business Nodes (Government, Education, Fisheries, Marine Electronics)



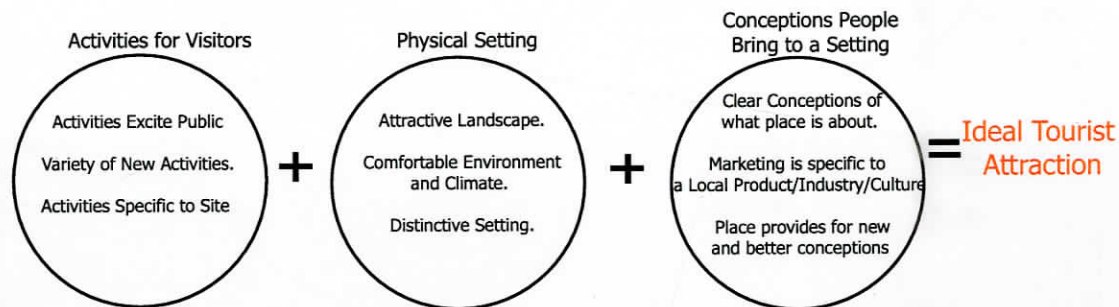


"Acknowledging that the greatest assets are citizens and the local economy... Tourism requires image making and branding grounded in the place's reality"
Morgan, 48



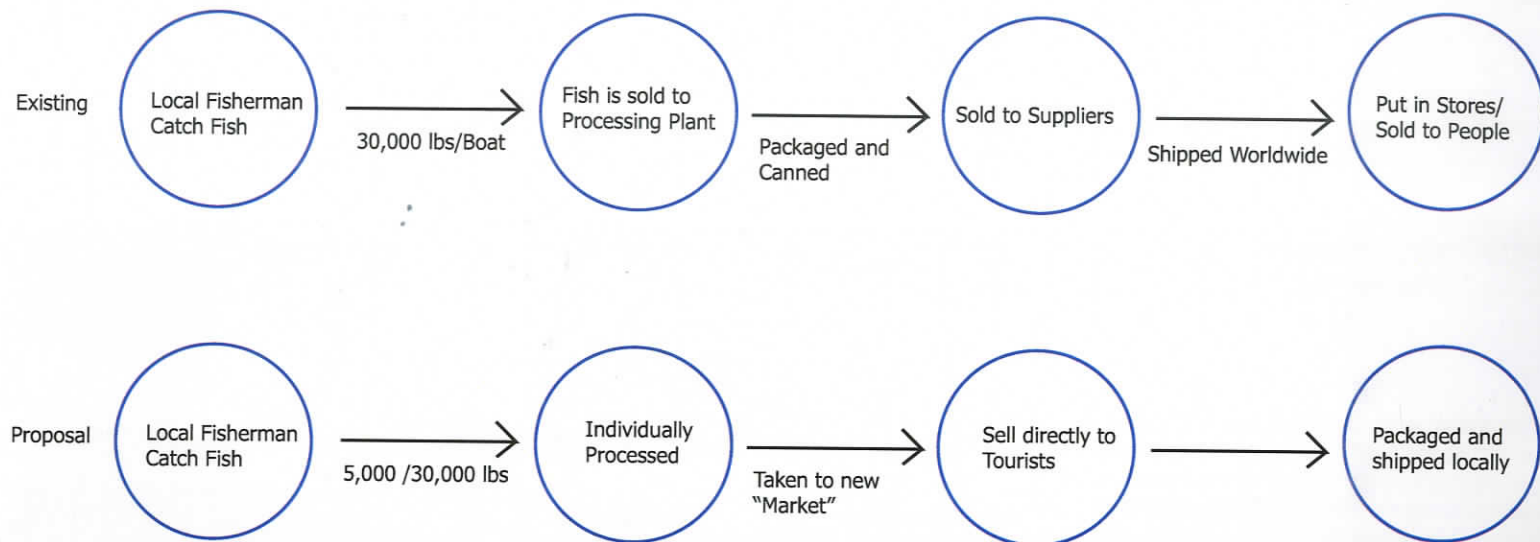
My intention is to design a new infrastructural landscape that creates an environment for a new tourism market, yet provides a counterbalance for the social implications of mixing the permanent local inhabitants, the seasonal tourism industry, and temporary migrant worker populations. Through the development of the architectural intervention, the lost cultural identity of the small town will be revived through a smaller scale urban intervention that promotes a localized tourism market and an exploitation of an overlooked economical element that can be used to promote cohabitation between the various sectors of people

Based on Canter's "Place Model" applied to a tourist attraction | Faulkner (118)



"Acknowledging that the greatest assets are citizens and the local economy... Tourism requires image making and branding grounded in the place's reality"
Morgan, 48

Alaskan Seafood Retail Process



My intention is to design a new infra-structural landscape that creates an environment for a new tourism market, yet provides a counterbalance for the social implications of mixing the permanent local inhabitants, the seasonal tourism industry, and temporary migrant worker populations. Through the development of the architectural intervention, the lost cultural identity of the small town will be revived through a smaller scale urban intervention that promotes a localized tourism market and an exploitation of an overlooked economical element that can be used to promote cohabitation between the various sectors of people

Program:

Redevelop certain nodes along the waterfront that can be used as a multi-use space providing for the cohabitation of the Migrant Workers, Local Inhabitants, and Tourists during the year. The vacant Ocean Beauty site will be redeveloped into a "market-place" that feeds into a new pier like structure that connects to the various nodes, allowing for the exploitation of the local seafood product and an exhibition of the towns heritage and local culture.



The architectural intervention will be the creation of a waterfront landscape that integrates the first two nodes, allowing for the design of a "pier park" where the tourists are able to see and experience the local product through restaurants, fish market, and museum. Because one of the primary elements of the Thesis is the localization of the tourism industry based on the local product, I am proposing a new economical situation that allows for this type of exploitation at different scales. The first scale being the tourist-fisherman scale, where the tourists can taste the product, eat locally at a restaurant, and then order fish to be shipped home year round. The next level is at the processing plant-cruiseline level, where the cruise lines purchase that days dinner directly from the processing plant. This will create a need for new infrastructure for elements such as loading and unloading, public marketplace and restaurant space, as well as developing a new element that can be marketed by the cruise lines as a reason to choose their specific cruise.

Requirements:

1. Loading/Unloading Dock
2. Marketplace/ Open Space or Pier Park
3. Restaurant Space
4. Museum

The Olympic Sculpture Park in Seattle is a recent example of a very successful landscape infrastructure project. Weiss and Manfredi used a **folding landscape** which they then turned into **layered infrastructure** as their design was forced to interact directly with major streets and railway lines.

The site was an old waterfront industrial zone, which they turned into a scenic path throughout a sculpture garden owned by the Seattle Art Museum. The relationship of building to landscape is skewed very much to the end of the landscape, and the park takes precedence in the hierarchy of spaces.

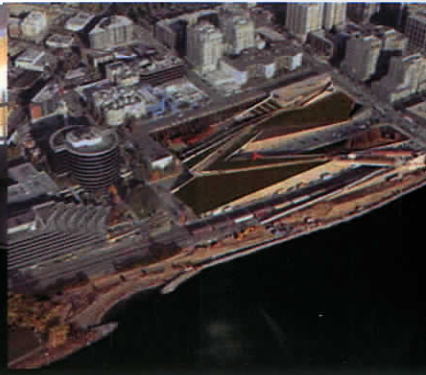
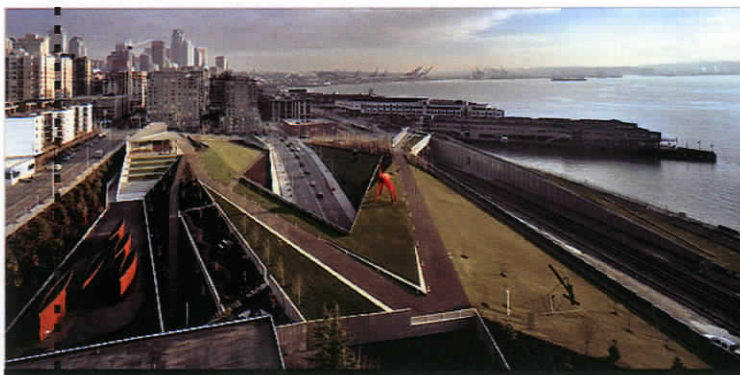
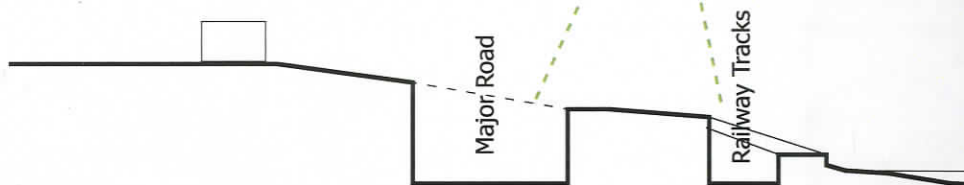
Because of the unique site conditions, they faced serious challenges in terms of how to approach the elements that cut through the site. They created a number of circulation routes which do not disturb traffic, yet showcase the mountains and skyline as artistic elements of the site itself.

This precedence is very important in this thesis as it is an example of a waterfront landscap project that uses the elemnts of a complex site to its advantage.

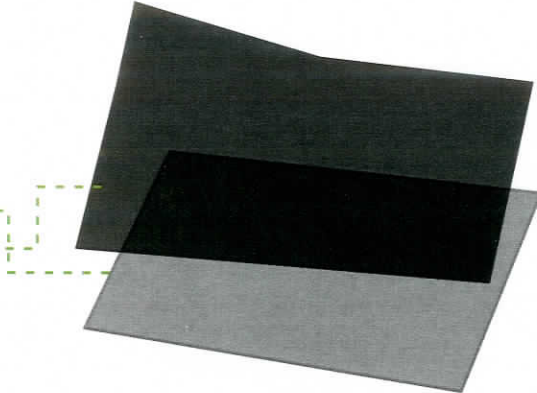
The park becomes a place for both the local pedestrian as a shortcut into the center of Seattle, as well as to the visitor and tourist who are making their way through the sculpture garden from the pavillion to the beach.

The layered infrastructure is similar to something like the Highline in New York City, as they did not hide the existing infrastructure but instead celebrated it as an element of the design and layered their new park infrastructure over it.

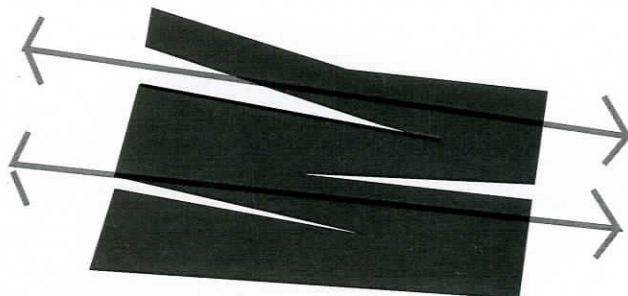
New Layer of Park Infrastructure
is places on top of existing infrastructure



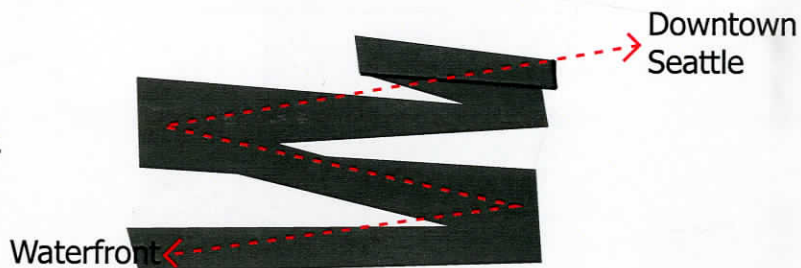
Existing Infrastructure
Park Structure Overlaid

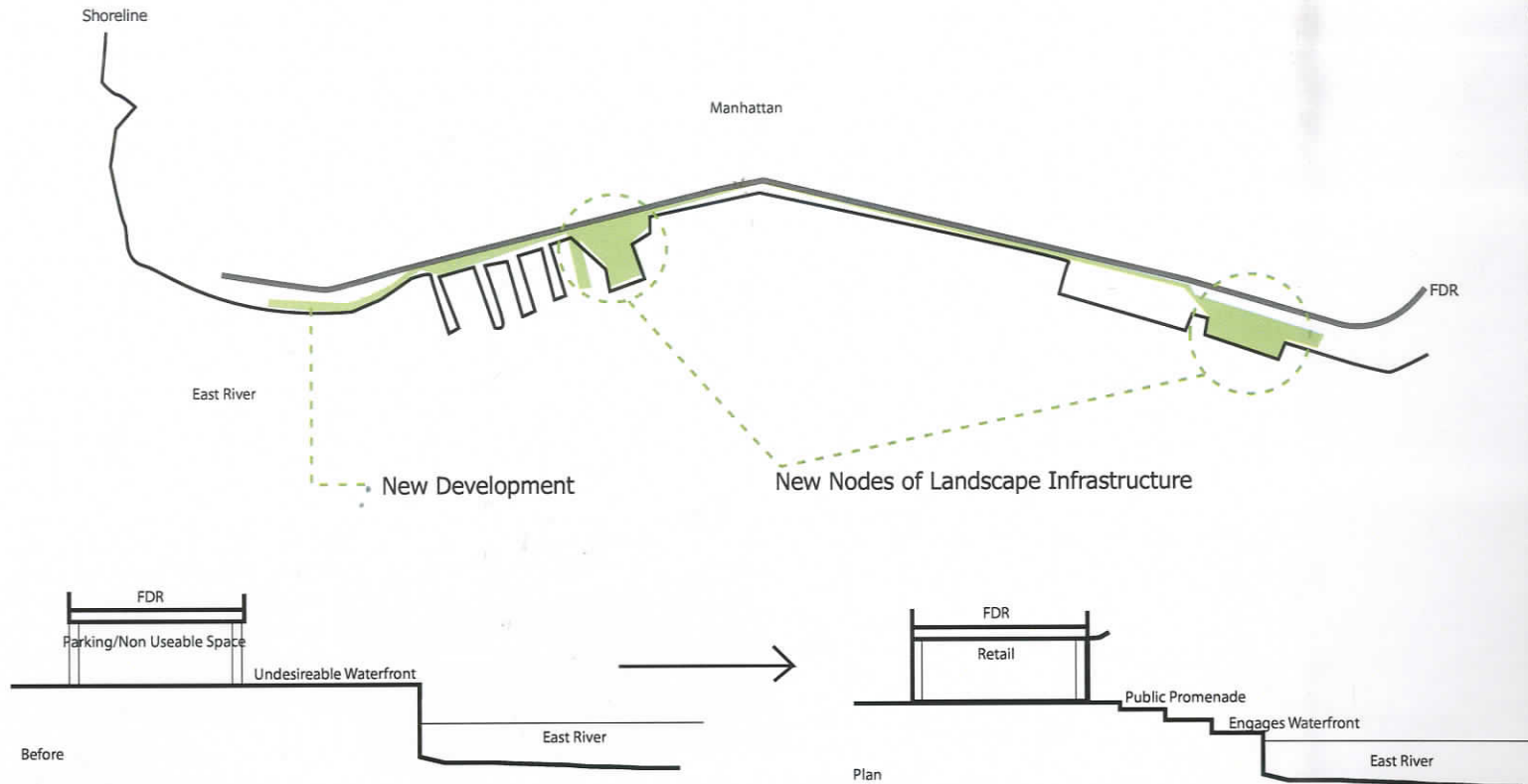


Existing road and railway
goes underneath the park,
which does not disturb traffic.



The park has a number of
circulation paths, and is used
by both the locals as well as
by visitors to the sculpture park.



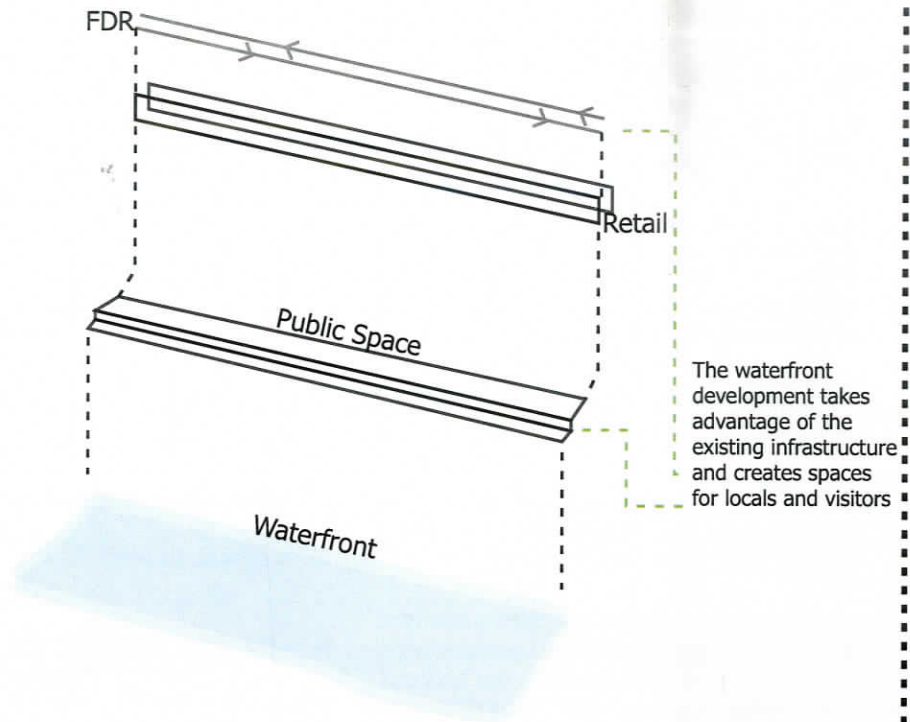


The East River project in New York City is a project that resonates with this thesis in the before and after aims of the design. The site is an undesirable waterfront zone in lower Manhattan, located immediately next to FDR.

The space under FDR has traditionally been used mostly for parking, and or as an underpass to get to the waterfront. However at this site there was nothing at the waterfront to draw new crowds. SHoP proposed a series of nodes which are connected through a new promenade which creates a pedestrian and cyclist friendly atmosphere. By using FDR as a starting point to **engage the water** instead of as a boundary, they created a zone which will be populated by a new marina, outdoor seating, retail, and landscape.

The project is an **inhabitable infrastructure** in which a previously undesirable location now becomes a public space of exchange. The steps down to the water at the various nodes bring people down to the East River in a comfortable way.

This thesis will propose to design an intervention along the Alaskan waterfront that engages the existing infrastructure as well as the water. Although the scales of the projects is not remotely close, they are both attempting to solve similar issues and to bring different sectors of the public together in a design intervention.

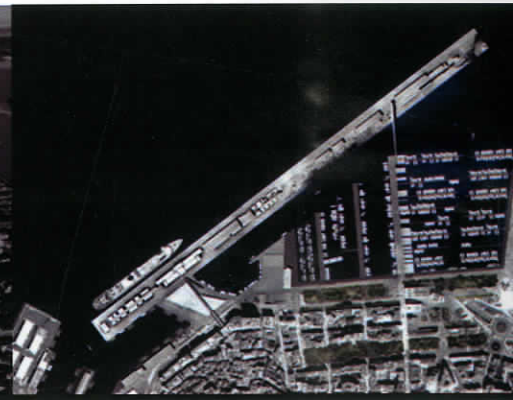
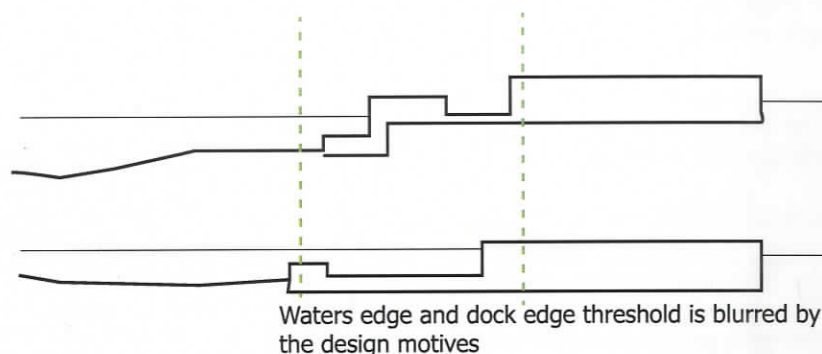
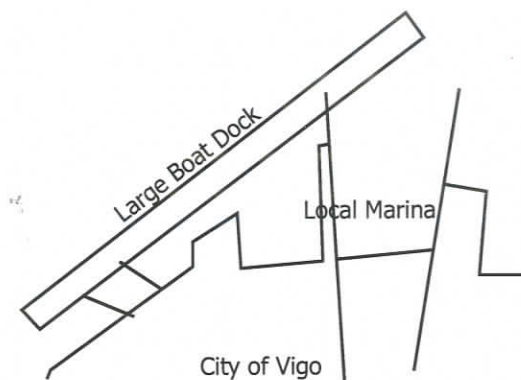


The Harbor of Vigo is an example of a contemporary harbor design that takes into account the marina used by the locals, as well as a much needed Ocean Liner dock.

The main difference that makes the precedence stand out from this Thesis, is that the site itself is a deep water port, and Ateliers tacked the large ship dock onto the local marina in a very simplified way. However the way which the design of the dock itself becomes inhabited by the public is very different to other ports of call.

The actual dock itself becomes a public space used by the local population as well as tourists getting on and off the oceanliners. The warm weather allows for an integration with the water that makes the dock itself almost a pier that folds in and out of the water.

At the end of the dock is a sculptural element that acts as a beacon. The project inserts itself into the city grid, following the previous ports' access points, as well as creating new primary circulation throughout the marina area.



- Baan, Christine De., Joachim Declerck, and Véronique Patteeuw. Visionary Power: Producing the Contemporary City. Rotterdam, The Netherlands: NAI, 2007. Print.
- Breen, Ann, and Dick Rigby. The New Waterfront: a Worldwide Urban Success Story. New York: McGraw-Hill, 1996. Print.
- Cerveny, Lee K. Nature and Tourists in the Last Frontier: Local Encounters with Global Tourism in Coastal Alaska. New York: Cognizant Communication, 2008. Print.
- Laws, Eric, Gianna Moscardo, and Bill Faulkner. Tourism in the 21st Century: Reflections on Experience. London: Continuum International Group - Academic and Professional, 2000. Print.
- Morgan, Nigel, Annette Pritchard, and Roger Pride. Destination Branding: Creating the Unique Destination Proposition. Oxford [England: Elsevier Butterworth-Heinemann, 2004. Print.
- Smith, Oliver. "Disasters and Forced Migration in the 21st Century." Understanding Katrina: Perspectives from the Social Sciences. Web. 09 Aug. 2010. <<http://understandingkatrina.ssrc.org/Oliver-Smith/>>.
- Stabler, Mike, Andreas Papatheodorou, and M. Thea. Sinclair. The Economics of Tourism. New York: Routledge, 2010. Print.
- Waldheim, Charles. Introduction. The Landscape Urbanism Reader. New York: Princeton Architectural, 2006. 154-76. Print.
- Wrenn, Douglas M., John Casazza, and Eric Smart. Urban Waterfront Development. Washington, D.C.: Urban Land Institute, 1983. Print.

